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Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 95, No. 4, FEBRUARY 1974

75 CENTS

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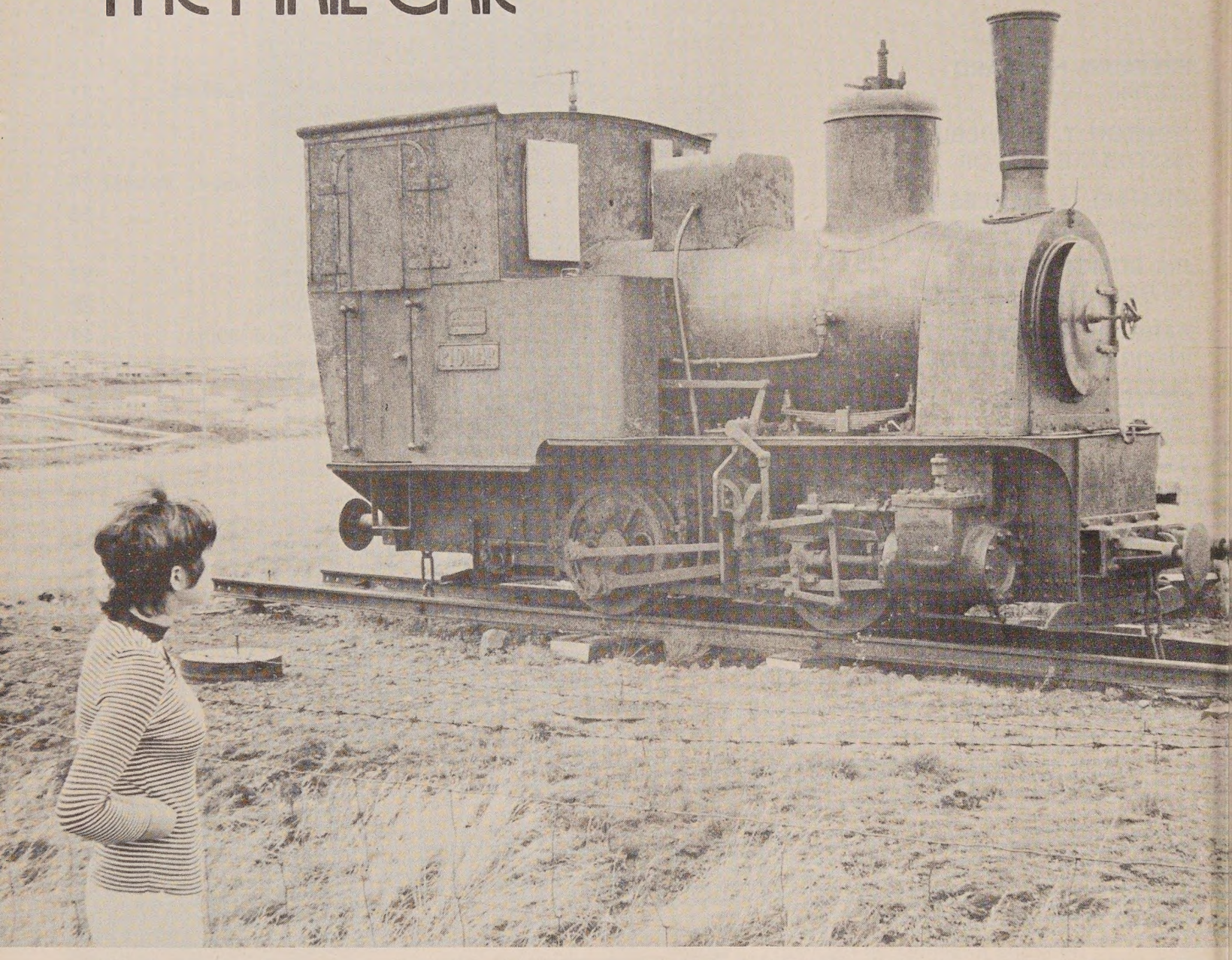
Collection of R.S. Cooper, 11810 Arden Ave., Cleveland, Ohio 44111

First passenger train to run on the Wheeling & Lake Erie Ry., March 13, 1883. Engineer, with oilcan in hand, is Bob Cooper, uncle of the man who owns the picture. Engineer Cooper retired in 1933 after fifty years of railroading.

THE MAIL CAR

where editors and readers meet



The *Pioner*, only locomotive in Iceland, stands alone on this bleak, wind-swept stretch of track on display at Arbaer Folk Museum in Reykjavik. Made by Arn. Jung. Jungenthal B. Kirchem, the loco was used to build the harbor at Reykjavik. U.S. Air Force Sergeant Pat Mallow, granddaughter of a retired C&NW conductor, looks over the 0-4-0 in Oct. '73.
William T. Morgan, AG3 OA Division, U.S.S. Saratoga CV-60, FPO New York 09501

OUR COVER shows an incident familiar to many oldtime engine and train crews. Entitled "Blinding Blizzard," it was reproduced from a large painting done by Otto Kuhler, 625 Camino Rancheros, Santa Fe, N.M. 87501, who sold the original canvas for $5,000 to the Cowboy Hall of Fame in Oklahoma City, Oklahoma.

Before retiring from his job as an industrial designer for American Car & Foundry, Kuhler made railroad history and won international recognition with his dramatic streamlining of railroad cars and locomotives, notably, among others, the Milwaukee Road's *Hiawatha*. Today, white-haired but rugged and still retaining the enthusiasm of youth, he devotes much of his time to painting great moments in steam railroading.

Now that we have had two cover paintings in a row, next month we will get back to photography with a winter view of the steam-powered East Broad Top. The picture is so sharply detailed that you will see every twig and dead leaf on the bare trees. We think you will want to frame it. And we are planning a beautiful April cover to please diesel fans. ●

BECAUSE of energy conservation and efficiency, Congressman Stewart B. McKinney has asked Postmaster General Elmer T. Klassen to restore the Railroad Post Office (RPO) system. Last March McKinney had advanced a similar suggestion to a House Post Office and Civil Service subcommittee, but at the time he based his request solely on the need to reverse deteriorating mail service.

"The mail is the very lifeline of our country," he says, "and we cannot afford to have it cut by fuel shortages."

Longtime readers of *Railroad Magazine* are not surprised at the current fuel-energy crisis. As long ago as October 1948 the author of our leading article, "Trojan Horsepower," warned: "We are rapidly becoming an oil-importing nation in order to supplement our inadequate domestic production. . . . We are about to make our transportation facilities entirely dependent on oil, which is already in short supply—and this in the face of unforseeable international events."

The author of this feature was a distinguished steam locomotive designer.

Heavy snows have yet to come to Canadian Rockies and Field, B.C., in this Oct. 21, '73 scene outside station as crews change on westbound freight. No. 5634, lead unit, is waiting for a clear board before heading east toward Calgary.
W.R. Hooper, Box 1662, Golden, B.C., Canada

He favored retention of modern coal-burners to avoid dependence on oil. With more research and experimentation, he thought, a highly efficient steam turbine locomotive could be developed. Although his warning was ignored in the U.S. and Canada, part of his argument was given consideration in Europe and Japan. There, rail managements looked to the future and electrified main lines and many secondary and branch lines so that the power for their trains could come from coal, oil, natural gas, or hydroelectric dams. A letter from Henry R. Korman, 3050 Maryland St., #5, Longview, Wash. 98632, reminded us of this article.

Curtailment of fuel supplies is bringing greater pressure upon American railroads to fill the gaps in the transportation picture, says the *Locomotive Engineer*. If the trucks can't get enough fuel to haul their share of the freight, it will be up to the rails to expand their already major role in this area. And due to lower speed limits of passenger autos on the highways coupled with the acute difficulty in getting gasoline—indeed, there is reason to expect gasoline rationing before long, despite Administration statements to the contrary—the railroads may well be called upon to become the prime people-movers as they were in their golden age. But right now Amtrak is badly handicapped by a shortage of passenger cars and by the deterioration or abandonment of railroad stations all over the country, in addition to rundown tracks and other facilities. ●

PERSONALITIES. The price of love was assessed at £10 by magistrates in York, England, when two 18-year-old girls were each fined that amount for writing their boy friends' names, adorned with hearts and scrolls, on a wall in British Rail's York station.

Caption under Bob Stork's photo of Penn Central Shore tower at Philadelphia (Nov. '73) says it's now torn down. Wrong! It's still in use. I worked 48 years as a Pennsy agent or operator, have enjoyed your magazine since 1929. —William C. Close, Sr., 1436 N. Wales Rd., North Wales, Pa. 19454. (*Ed. note*: Welcome to "the club." I spent a shore time myself in Pennsy station service, my father 43 years. I would say *Railroads*' readership is about equally divided between bona fide railroad men, active or retired, and non-railroading fans.)

This is my first letter to you in 15 years. Pictures of fat-thighed teen-agers in spike heels lost most of their appeal for me after I reached the age of 18; but if other readers like them, that's OK with me. Each issue of *Railroad* also carries dozens of photos that I *do* like, together with good articles, departments, and fiction. So, to use a very trite sentence, "keep up the good work." —R. G. Nugent, 10504 Allegheny Rd., Darien Center, N.Y. 14040.

A deaf mute, name unknown, was walking on the track in front of a Weyerhaeuser Co. logging train of 72 empty cars en route to Camp Baker through the big woods of Washington State. Engineer Bill Bolar and the other four men in his crew were keeping a sharp lookout, knowing that people found it easier to walk the track than to thrash their way through the brush. The train had moved under a highway bridge over the north fork of Turtle River when they spied a lone hunter hiking between the rails with his back to them.

Bill yanked his whistle cord. There was no sign that the man heard the long blast. Bill began braking his train. But they were only about ten feet from the trackwalker and the train kept moving! Head brakeman Gary Sweet jumped off the engine, shoved the guy roughly aside and then dove for safety toward the river. The engine's front step covered the man's foot as it passed by—it was that close! After learning that the man could not talk except by sign language, but was unhurt, the crew resumed their run.

Jack McLarn, author of "Trackside Grave" in our Oct. '73 issue, writes from his home at 1711 Delchester Dr., Charlotte, N.C. 28210: "It was heart-warming to see my by-line in *Railroad* again. I retired from the Southern in 1968 after 48 years with that system. My last railroad job was manager of marketing and research services at Washington, D.C. I still do quite a bit of free-lance writing, mostly in the confession field and cassette scripts. Have

Southern Pacific GP-9 No. 4348, with flanger, blasts out snow on westbound main at 35 mph near Soda Springs, Calif., on Donner Pass, January 30, 1973.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

just completed a book, *Writing Part Time, for Fun and Money,* now in the hands of a small Florida publisher. Regardless of whether or not it sells, I enjoyed doing it—got a few things off my chest."

A swanky railroad car, which dates from 1913 and was used by President Eisenhower in his 1952 election campaign, is being converted to a restaurant at Coach Inn in Fort Washington (Pa.) Industrial Park, reports L. P. Cummings. It was built at Altoona, Pa., for Pennsy president Samuel Rea. Retired later, it was kept for Eisenhower's use. Then it became a tourist attraction at St. Peter's Village in Chester County, Pa., and finally Coach Inn owner John McIver bought it.

Claire Puzey has been chosen "Miss British Rail Commuter." The 4-year-old girl must travel 600 miles a week or die! Claire has no kidneys and for months has been making a 200-mile round trip three times a week from her home in rural Hampshire, England, to be treated on a kidney machine in a London hospital. ●

JIM EDMONSTON writes: "*Railroad's* December cover photo by Dan Fink is superb. Besides featuring an Alco RS-1, of interest to diesel fans, it shows a short line, to which many of us are partial, and in an artistic winter setting. I'll never kick about steam, on covers or elsewhere; but I know that a lot of today's readers want diesel pictures, the rarer the better.

"So much for that. What really got me to the typewriter this time was a reader's request for info on the Canadian Pacific 9000 some issues past. Harvey W. Elsons' answer in December is correct in that CP never had a 9000. But I suspect the reader really meant to ask about Canadian *National's* 9000, the first large road diesel in all of North America. Built by Canadian Locomotive Co. in 1929, it was a two-unit 4-8-2 + 2-8-4 (or 2-D-1 + 1-D-2) loco using 12-cylinder Beardmore engines, each producing 1330 hp, or 2660 hp for the two-unit set. At first it pulled passenger trains. Later the units were split, becoming Nos. 9000 and 9001. During World War II the former was armored, camouflaged as a boxcar, and assigned to West Coast passenger service. Both units have since been scrapped. Details and pix available in *The Second Diesel Spotter's Guide*, a manual sold by *Railroad Magazine* Book Service.

"Answering Walter Scholz's query in Dec. *Information Booth*: The initials CPAA indicate an automobile-parts boxcar owned or leased by CP Rail and used only for auto parts. PCA also means auto parts service. Usually these cars are equipped with special racks or wire 'palletainers' to handle loose bulky parts. Such equipment stays with the cars, making them unfit for other use. In these days, some reporting marks don't necessarily match the road names. For example, BKTY on Missouri-Kansas-Texas (Katy) cars signifies leased equipment. Trailer Train uses various code marks to point up different uses in its flats. TTKX, TTAX, KTTX, TTX, etc., define types of service and/or general characteristics.

"I hope the fans like GE 70-tonners. By coincidence, December issue pictured seven different ones, four in my department and three others. Finally, I think you'd sell more magazines if you used more amateur-produced photos—good ones, of course, such as David Orozzi's DT&I scene in December issue, page 54—rather than company publicity shots."

(*Ed. note:* You are right Jim. But in some cases amateurs don't get around to significant news events until later, if at all; and we aim to keep *Railroad* up to date.) ●

GALLUP POLL. If the public continues to believe railroad management is no more efficient than the Government, it will mean the end of private-enterprise railroading, according to Frank E. Gray of Chicago, publisher of *Modern Railroads-Rail Transit* magazine. Mr. Gray cites a Gallup poll on nationalization in which about half the respondents thought the Government could run the railroads as efficiently as their present managements.

"When you consider the public's low regard for the efficiency of Government in general," he says, "the Gallup findings are even more startling."

Even executives and Government officials, in a survey commissioned by *Modern Railroads*, rated railroads the least effectively managed of ten industries. He advises railroads to help themselves by developing a marketing concept "which truly orients railroads to the customer" and through improved communication and co-operation. ●

HOGWASH. That's the word used by the *Burlington Northern News* to describe a Saturday night TV movie melodrama entitled "Runaway." Maybe you saw it. Anyhow, *BN News* says:

The show dealt with a fictitious runaway ski train somewhere in the Colorado Rockies. Reports indicate that after watching it, many viewers voiced concern over the safety of train travel. The runaway, according to the production's author, was caused by some sort of spontaneous brake failure. When asked about the possibility of all the train failing at once on a Burlington Northern train, members of the company's Mechanical division replied, "Hogwash!"

Aside from the fact that the movie's premise was a virtual impossibility, the production also suffered from numerous technical flaws, some totally unbelievable plot twisting, and amazingly inept acting by Ben Johnson, Vera Miles, Ed Nelson, and Ben Murphy. Even assuming that such brake failure were possible, railroad per-

sonnel could have lined up switches far in advance of the train, allowing it to eventually lose momentum and coast to a halt. All in all, ABC-TV did great disservice to its viewers on September 30th. ●

HEAD-ON collision at Taft, La., last February 21st involved a 39-car Missouri Pacific freight train eastbound on a single mainline track and a 36-car switching train which entered the mainline westbound from a parallel track. Three of the five crew members on the eastbound MP freight died in the early morning accident; the two others were injured. All four crewmen of the switching train—operated by the Texas & Pacific, a member line of the MP system—escaped injury.

The National Transportation Safety Board determined that the probable cause of the collision was the "unauthorized intrusion" of the T&P train a few feet onto the main track, resulting from its engineer's failure to brake his locomotive in time to stop on the parallel track.

Cited as contributing causes were "(1) the absence of protective devices to guard against the unplanned intrusion of a train from another track onto the main track, and (2) operating practices and work patterns which did not adequately control switching movements." The report also held that the absence of crash protection on the MP locomotive and of occupant restraints on both the locomotive and caboose of the MP freight "contributed to the fatalities and injuries."

The Board concluded that the "untrained and inexperienced engineer" of the T&P "had to use his own judgment" of how fast to operate and when to apply his brakes to stop a train whose makeup he had not previously known. This man had begun his engine service as a fireman in Feb. '71 and had been promoted to the right-hand side on July 28, 1972, after completing on-the-job training and passing a company exam.

"An engineer should not have to learn important safety factors in train operation through trial and error, when such factors can be covered in classroom training," the Safety Board added. It pointed out that the Missouri Pacific could have made a computer analysis of various speeds and resulting stopping distances of the switching train "before as well as after the accident" and its results "used to train engineers."

The above summarizes the highlights of the report SB 73-72/1182. Single copies of the full report may be had free by writing to National Transportation Safety Board, Publications Branch, Washington, D.C. 20591. ●

NEWSCAST. In taking delivery on four new 50-foot boxcars, the vanguard of 696 to follow, the bankrupt Boston & Maine gets its first lot of major equipment in more than ten years. The bright new cars at Boston's North Station were viewed by railroad brass collars and representatives of commerce, industry, government, and the press. Some guests, wearing denim railroad caps, helped in coupling and uncoupling demonstrations while railroad personnel pointed out the latest features such as roller bearings and nailable steel flooring. Fifty of the new cars will be equipped for service in the paper industry. B&M will lease 12 diesel locos for long-haul, heavy-tonnage, freight service.

ICC has approved the merger of the 624-mile Norfolk Southern with the Carolina & Northwestern, a wholly-owned subsidiary of the Southern Railway System. While the C&N is the surviving corporation, it will adopt the NS name and continue in business after the merger, serving areas in Virginia and North Carolina. The Southern System now has about 10,500 miles of railroad

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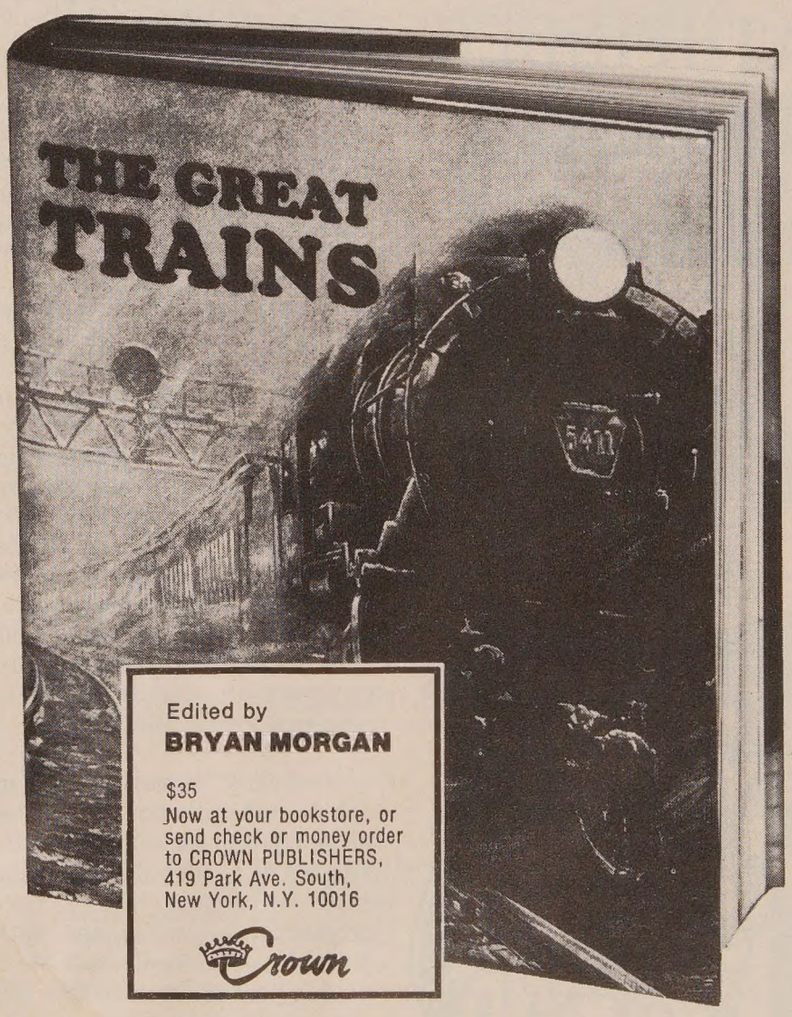
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Four stages in the development of the Union Pacific Railroad herald.

in 13 states. Its president, W. Graham Claytor, Jr., is one of our *Interesting Railfans.*

Ralston Purina Co., maker of breakfast cereals, has just bought 250 railroad cars from U.S. Railway Equipment Co., a subsidiary of Evans Products Co., Portland, Oregon. These are insulated RBL type cars built to specifications outlined by the Grocery Manufacturers Assn. The USRE builds, rebuilds, and leases railroad cars. It now has 18,000 on lease to railroads and/or shippers.

The Rock Island has nearly completed the overhauling of its entire fleet of 336 cabooses at its 40th Street car shops in Chicago in a program begun late in 1970. Heavily damaged cabooses, such as those involved in accidents, are sent to Chicago immediately. Some even arrive on flatcars without their trucks. These, however, take a bit longer to run through the shops.

Says Stanley Globis, division mechanical officer: "There's a shortage of cabooses on the system, so we try to repair as many as we can in the shortest amount of time, which means that the lighter damaged ones get done first."

Will the ICC permit the powerful Union Pacific to merge with the nearly-bankrupt Chicago, Rock Island & Pacific? We don't know yet. The Commission recently heard ten hours of oral arguments on this subject in Washington, D.C. Normally, it issues a final decision in merger cases four to six months after hearing such talks. Nathan Klitenic, an administrative law judge, recommended to the ICC that the merger be approved on condition that the 20 major railroads in the Midwest and West be consolidated into four balanced systems.

The management of Chessie System, Inc., which owns the Chesapeake & Ohio and Baltimore & Ohio, has flatly rejected an offer of "certain individuals" who had indicated their interest in acquiring control of the $2.5-billion holding company. It was not disclosed who the "certain interests" are; but Wall Street news sources mention Charles G. Bluhdorn, chief executive officer of Gulf & Western Industries, Inc., and Lawrence A. Tisch, chief executive officer of Loews, Inc.

Norfolk & Western has set up an alcoholic rehabilitation service as a part of its medical department on December 1st. N&W is thus the first eastern railroad to institute such a system-wide program. Counselors are stationed at Roanoke, Cleveland, and St. Louis to work with employees across N&W's 14-state service area.

When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboose. Both are still broke.—Bob Curran, newspaper columnist, Buffalo, N.Y. ●

I REMEMBER, back in 1910, when I was a kid 15 years old and four section crews were putting in new rails on the Rome, Watertown & Ogdensburg in upstate New York. Living near the tracks, I knew two of the section foremen. The work train, pulled by engine 1710, would stop at our crossing. A boy friend and I would board the caboose and ride it down to the siding, where the crew picked up carloads of rails. We liked to get water for the gandy dancers. During warm weather we kept ice for them in two washtubs and fresh spring water from my home in two milk cans. Also, when the train backed down to the siding we'd go up to the hotel with ten-quart pails to be filled with beer. Because of these favors, the crew let us ride not only the caboose but also the engine; and when they quit a day's work they'd stop at our crossing to let us off. All this was great fun for 15-year-olds.

After my pal graduated from school he hired out to the New York Central signal department. Before retiring, he became a signal supervisor on the line between Utica and Montreal. For many years he kept me informed on where the old 1710 was working.—John H. Rapke, R.D. 5, Rome, N.Y. 13440. ●

CANADIAN NOTES. Walter Watts, 24, Canadian National car inspector on leave of absence, set a world record by riding a unicycle 4,550 miles across nine provinces of Canada from English Bay, Vancouver, B.C., to just outside of Halifax, N.S. His unicycle is a "bike" with only one wheel, a wheel with a 40-inch rim. Pedaling it while waving his arms for balance earned him the nickname "Wobbling Wally." He rode this thing every day for three months over mountains and prairies in changing weather. The trip cost him about $1,000 of his savings, not to mention the wages he could have earned as a car tink. It would have cost considerably more if generous fellow Canadians hadn't given him food and lodging in many communities he passed through. But Wally expects to make money by writing a book about his unique trip. He says he will donate his unicycle to a museum in Edmonton, Alta., his home city.

"I feel great," he told a *Canadian Railwayman* reporter, "but I'm glad it's over."

"Why did you do it?" he was asked.

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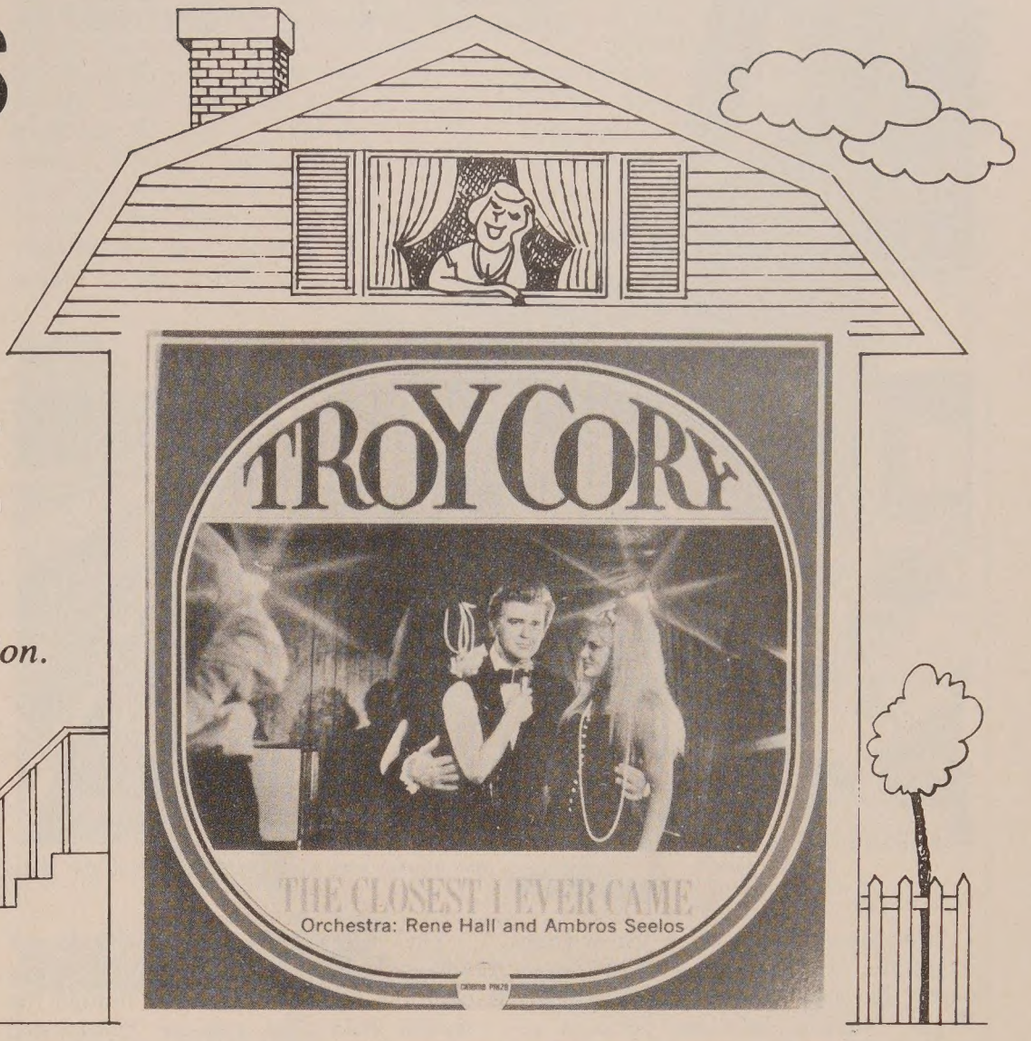

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THIS IS A SPECIAL RECORD PRODUCT LICENSED BY CINEMA PRIZE INC. 1973 U.S.A. Troy Cory — Exclusive Cinema Prize Recording Artist.

Girl students waiting for train at the Southampton, Pa., station of Newton branch line of Reading in April, 1973.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

"For the challenge of it, the originality of the idea, and to set a world record," he said. "Steve McPeak of Las Vegas, Nevada, held the previous record, 2,000 miles."

A modern roll-on and roll-off transporter (railcar ferry) is being built at Burrard Dry Dock in Vancouver for the new $6 million rail-water transportation system of Incan Ships Ltd. to ply between Thunder Bay, Ont., and Superior, Wisconsin. Carloads of newsprint and woodpulp will be its major traffic. The new company is a subsidiary of Incan Marine Ltd., formed in May 1972 by Canadian Pacific and Inchcapes & Co.

The transporter will have a capacity of 31 forty-foot railcars on five sets of track, or 45 truck trailers, or a mixture of both. She will be the twin of the truck-automobile transporter *Carrier Princess*, built recently for CP Rail's Vancouver-Victoria service, but will not carry passengers. After trials next spring, she will sail to Thunder Bay via Panama. Two diesel engines developing a total of 4360 hp will power the 382-foot vessel, which will be registered at Thunder Bay and manned by a Canadian crew. Her schedule calls for a 36-hour round trip between new CP Rail facilities on McKellar Island on Thunder Bay and new facilities at Superior. She won't operate in winter.

The Canadian National Railways which owns the International Bridge over the Niagara River has limited the weight load that can be transported over it because of deteriorating road conditions. The result has been that many Buffalo (N.Y.) Sewer Authority and city trucks cannot use the bridge because they exceed the weight limit. Buffalo's incineration plant is on Squaw Island. So is the BSA's treatment plant. Both regard an upgrading of the bridge to that island as essential. CNR has agreed to repair the bridge if reimbursed for the work. As a chess-player would say to the City of Buffalo, "It's your move." ●

OVERSEAS. Mention was made in *Mail Car* of the *Indian-Pacific*, the luxury passenger train in Australia which runs from Sydney to Perth. You said the train was booked months in advance. Recently a third train went into service on this route to cater for the demand. Passengers on the Victorian and New South Wales railways' joint overnight express between Melbourne and Sydney, the *Southern Aurora*, can take their autos with them. This service, which has proved popular, followed the introduction of a similar service on the Victorian Railways' overnight train to Mildura from Melbourne. In New South Wales a similar service is provided between Sydney and north coast holiday centers.—A. N. Fountain, P.O. Box 818, Swan Hill, Victoria 3585, Australia.

The British Government is engaged in a five-year program to modernize the nationalized railway system, mainly at the expense of urban road-building. From 1974 until the end of 1978, British Rail will receive a subsidy of more than $2-billion from public funds to attract more passengers and freight.

Technicians on Norwegian State Railways are seeking a way to extend track life on an ore line in the northern part of their system. Rails there last only three to four years and feeling at the moment is that the best bet would be long-welded chromium rails. Meanwhile, it is planned to replace pinewood ties with hardier beechwood units.

The new Narita rail line to link Japan National Railways' station at Tokyo with the New Tokyo International Airport at Narita must be completed by March 1977, according to the Japanese Ministry of Transport.

Also in Japan, newlyweds like to ride the *Felicitations Night Express*, a special train which carries honeymooners to and from Kyoto and Miyazaki, a popular resort. Lights are switched out early, and the friendliest conductors are assigned to the run. Tickets feature a gold-etched crane, the Japanese good-luck symbol. Side-by-side seats are provided in addition to the single bunks usually found on Japanese sleepers.

In the long and colorful history of railroading, says *Time* magazine, few tracks have been laid faster than those of the Tanzam Railway, which is currently moving southwestward from the Tanzanian port of Dar es Salaam to the copper belt of Zambia at the rapid rate of three miles a day. The 1,162-mile line, financed with the help of a $402 million interest-free loan from China, is being built by 15,000 Chinese, laboring alongside 35,000 Zambians and Tanzanians. The hardest part of the job—21 tunnels, 200 bridges and some 1,000 culverts in Tanzania—has already been completed. The entire line is due to be finished late this year—more than 18 months ahead of schedule.

The Kowloon-Canton Railway, 62-year-old link between Hong Kong and the Wangtung Province of China, is being fully modernized and streamlined to meet the growing demand for rail travel precipitated by the Canton Trade Fair and other events across the border. months ahead of schedule. ●

BACK in 1917, as a boy of 16 looking for a job, I became an apprentice in the Augusta shops of the Geor-

gia Railroad. My pay of 20 cents an hour was not at all bad in those days, for if you could boast of being a railroader your credit was good and you were in a social class just shy of bankers, doctors, and preachers. At that time, the Georgia Road's shops filled the company's needs from spike mauls to steam locomotives. No less than 42 men worked in the blacksmith shop alone and everything made of steel or iron originated in the forge. I liked the shops so much that I railroaded for 42 years before taking a pension.

Raw iron, driving rods, springs, brake hangers, etc., glowing white-hot, were drawn out under the massive steel hammers. Those hammers packed a mighty wallop. Whereas a fireman who could keep steam up was a hogger's best friend, a competent hammer operator was the same for a blacksmith. A good man could deliver a resounding blow to a heavy billet or "kiss" a nearly machine-perfect forging with a whisper touch. Although the stunt was foolhardy, I have seen smiths show their confidence in their hammer man's ability by placing a hand under a hammer, like a circus man lying on the ground and letting an elephant poise a heavy foot an inch or so above his chest. One slip of the stroke and the smith would have been crippled forever!

During World War I, the rails were hard-pressed for equipment and I recall many times seeing troop trains pass our shops with Army draftees huddled in cattle cars on makeshift benches. We kept "teapots" rolling that should have been scrapped long before. Fortunately, in both world wars steam still functioned. Today, when a diesel unit fails, they simply order a part from La Grange, Illinois; but a Georgia steam engine never died because a part was no longer in stock. We made those parts.

Many nights in the darkness of imposed "blackouts," I would see big Mikes roll onto the turntable, weary from hauling troop extras and seeking rest in roundhouse stalls, only to find themselves heading back on the road. Boilermakers, smiths, and machinists would swarm over the engine as she was turned. Alemite guns resounded in the darkness and minor repairs were made. Should a fire brick need replacing, the fire was quickly dropped and thick wooden planks thrown onto the grates. Even while the boards were smouldering from intense heat, laborers would crawl through the tiny firebox doors and replace the fire brick. Surely, that's as nostalgic as taking water on the fly.

Although the long nights of a 16-hour day in the Georgia shops strained your muscles almost beyond endurance, they also had light moments. One of the most amusing experiences I can recall happened at the pit where locomotive fires were dumped. Near the coal chute, these deep pits were filled with water to douse the hot clinkers. One cold, starless winter night, two of us were working on an engine and for some reason, in the darkness, my comrade failed to see the grimy, ash-laden pit and stepped back into it. I believe that the late William F. Knapke, telling about a similar situation in his book, *The Railroad Caboose*, best described how my coworker felt. Bill wrote: "He spoke at length on the master mechanic's ancestry, his present conduct, and his fate at the hands of an outraged universe." My friend was quite a sight, freezing and dripping wet in the stench of floating ashes, clinkers, and valve oil. I tried hard to refrain from laughing out loud.

The shops, like the road crews and telegraph offices, had their share of boomers. A capable machinist or blacksmith could always get a job in those days. Many a shopman would "pull the pin" and, with a letter testifying to his railroad service, "tour" the country in

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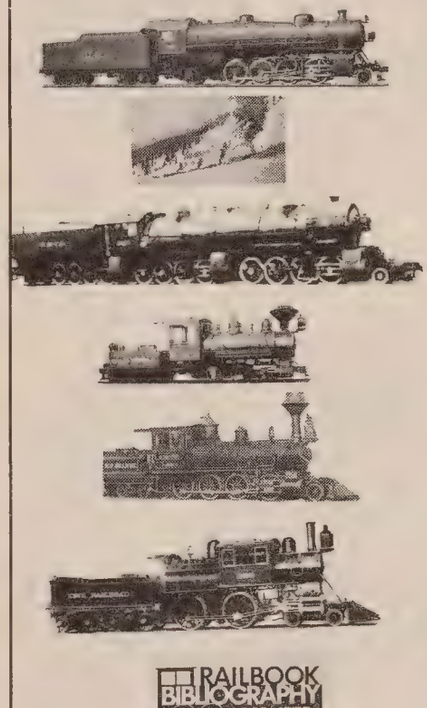

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Entrance to sprawling Georgia Railroad shops (originally built in the early 1800s) still remains in Augusta. The locomotive roundhouse has been razed.
Photographs by A.M. Langley, Jr., Rte. 1, Box 64A, North Augusta, S.C. 29841

Albert M. Langley, Sr., retired Georgia Railroad blacksmith. Anvil in the foreground was once a locomotive driver tire that was forged by Mr. Langley into the tool of his trade. Various other blacksmith items stand close by.

the manner of such wanderers as Bill Knapke, "Haywire Mac," and Harry Bedwell, to mention only a few of the breed. For the most part, I found the boomers to be a happy-go-lucky lot but too fond of the bottle.

I'll never forget a certain blacksmith, a husky boomer, who religiously kept a jug of booze in his cupboard for "medicinal" purposes. Getting wind of the contraband, the master mechanic demanded that he open the locker for inspection. The culprit refused. Noting the bulge of his muscles, the m.m. discreetly withdrew, after telling the man that his job was "hanging by a string." Next morning the boomer, ready to move on to unseen places, headed for the official's office, barged in, and said in no uncertain tones: "You can cut that string now, old man."

During the war, many railroaders were considered vital to the national defense and thus exempted from the armed forces. Because of that fact, some of the "white collar" class developed a sudden urge to work in railroad machine shops, but as a rule they didn't last long there. The hard work, grease, soot, and calloused hands were just too much for them.

Of all the rewards a shop job offered, perhaps the satisfaction of being an artisan with skill to keep the biggest thing on wheels rolling headed the list. I recall one smith leaving the rails for a higher-paying shipyard job but returning to us the very next day. When quizzed on his actions, he said he had been told to forge 25,000 rivets for a ship hull. After an hour or so, he walked off the job, muttering; "Hell, anybody could do this."

But shop life has changed since steam departed. Roundhouses with escaping steam and throbbing air pumps are now scarce as honest politicians. Blacksmith shops ("there ain't much future in shoeing horses") are virtually non-existent. Railroad shops still employ a lot of good men, but even oldtimers have forgotten the art of trailing valves and the intricacies of injectors and cross-compound pumps. The newcomers are a different breed; they work on traction motors, super-chargers, and other newfangled gadgets. I should invite a few of them over one day and fire up the forge —you know, that thing in the backyard with the blower on it. Bet those fellows have never seen anything welded "in the fire" and it wouldn't take them long to get weary of the ten-pound sledge, either. As we used to say, "Hit it hard and often, boys."—A. M. Langley, Sr., North Augusta, Ga.

Ferrocarril de Chihuahua al Pacifico

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
18B	1500	GM-EMD	F3B	B-B	31,298	104,327	1946	5
60	900	Alco Pr.	S6	B-B	26,250	105,000	1955	2
70	1200	FM	H12-44	B-B	33,476	112,000	1960	4
101-102 (1st)	1000	Alco Pr.	S4	B-B	31,299	105,000	1955	3
101-102 (2nd), 103-105	900	Alco Pr.	S6	B-B	26,250	105,000	1955	1
201-202	1000	Alco Pr.	S4	B-B	15,423	105,000	1955	3
301	1200	FM	H12-44	B-B	33,476	112,000	1960	4
402	1500	GM-EMD	F7A	B-B	?	?	1952	6
403	1500	GM-EMD	F3A	B-B	31,298	104,327	1948	7
404	1500	GM-EMD	F3A	B-B	?	?	1948	8
500	1600	Alco-GE	FA-2	B-B	?	?	1952	9
501-504	1600	FM	H16-44	B-B	33,476	112,000	1955	10
505-506	1600	FM	H16-44	B-B	33,476	112,000	1955	
507	1600	FM	H16-44	B-B	33,476	112,000	1956	
508	1600	FM	H16-44	B-B	33,476	112,000	1957	11
509-513	1600	FM	H16-44	B-B	33,476	112,000	1959	
514-519	1600	FM	H16-44	B-B	33,476	112,000	1961	
520-525	1600	FM	H16-44	B-B	33,476	112,000	1963	
526-533	1600	FM	H16-44	B-B	32,659	108,860	1952	12
600-602	1600	FM	H16-44	B-B	33,476	112,000	1961	
603-604	1600	FM	H16-44	B-B	33,476	112,000	1962	
801-807	1800	GM-EMD	GP28	B-B	33,340	115,000	1964-5	13
808-810	1800	GM-EMD	GP28	B-B	33,340	115,000	1965	14
901-904	2750	Alco Pr.	DL-628	C-C	46,675	155,580	1967	
1000-1003	3000	GM-EMD	GP40	B-B	35,141	117,140	1971	
1004-1007	3000	GM-EMD	GP40	B-B	35,141	117,140	1971	
1930-1935	1600	FM	H16-44	B-B	32,659	108,860	1952	12

Roster is based on data from CHP's general manager and is accurate as of April 24, 1973. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; FM, Fairbanks-Morse; Alco-GE, American Locomotive Co.-General Electric Co. Tractive effort and weight in kilograms. These units are still in service: 201-202; 301; 18B; 403; 502-507; 509-526; 528; 530-531; 600-604; 801-806; 808-809; 901-904; 1000-1007.

(1) 101-102 (2nd), 103-105 were originally Ferrocarril del Pacifico 71-703, 714, 716; then CHP 701-703, 714, 716 (1958); then CHP 101-102 (2nd), 103-105. These units are no longer on the roster.

(2) 60, renumbered 106, no longer on the roster.

(3) 101-102 (1st) renumbered 201-202.

(4) 70 renumbered 301.

(5) 18B was originally Atchison, Topeka & Santa Fe 18B, then CHP 18B.

(6) 402 was originally ATSF 46L, then SHP 402. No longer on the roster.

(7) 403 was originally ATSF 26C, then CHP 403.

(8) 404 was originally ATSF 30C, then CHP 404. No longer on the roster.

(9) 500 was sold to Ferrocarril Sonora-Baja California, then to Ferrocarril del Sureste, renumbeed into the goup 7121-5 through 7121-13.

(10) 501 no longer on the roster.

(11) 508 no longer on the roster.

(12) 526-533 were originally Delaware, Lackawanna & Western 930-935; then Erie Lackawanna 1930-1935; then Streigel Supply & Equipment 1930-1935; then CHP 1930-1935; then CHP 526-533. 527 and 529 were scrapped.

(13) 807 no longer on the roster.

(14) 810 no longer on the roster.

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Fourteen outstanding photos of recent Southern steam excursions: Nos. 4501, 750, 722, 630, 77, 44, and *Best Friend*. 8½ × 11", spiral bound, $1.95 pp.; add 50¢ for first-class postage. North Alabama Chapter, NRHS, Box 4163, Huntsville, Ala. 35802.

Good action steam plus two electrics on 11 × 17" plastic comb-bound issue by California Southern Railroad Museum, Box 1162, Hesperia, Calif. 92345, selling for $1.75 pp.

Mixed steam and diesel pix of Nickel Plate and predecessor roads, some never before published, 8½ × 11", selling for $2.25 pp., or $2 for orders of three or more. Nickel Plate Historical & Technical Society, P.O. Box 9254, Ft. Wayne, Ind. 46809.

Beautiful Alaska R.R. steam and diesel pix, $2.25 regular mail, $2.50 airmail, both pp. Alaska-Yukon Chapter, NRHS, P.O. Box 2248, Anchorage, Alaska 99501.

Steam, diesel, electric pix, $1.85 pp., North Western Ill. Chapter, NRHS, P.O. Box 5632, Rockford, Ill. 61125.

Steam, trolley, diesel 11 × 17", $1.75, Michigan Railroad Club, P.O. Box 586, Dearborn, Mich. 48121.

On the trail of a unique steam locomotive—the first, in fact, to operate on a Japanese railway—is William McKeown of the Canadian Railroad Historical Association. Also interested in this research is Sochiro Hirota, the Japanese engineer who made drawings of CRHA's *John Molson*. Bill is Far East rep. of the Assn. He says that in about 1854 Norris of Philadelphia, Pa., manufactured a quarter-inch scale steam loco which one of Admiral Perry's black ships took to Japan as a gift from the President of U.S. to the Japanese Emperor. The purpose of this miniature, according to *Canadian Rail*, was to demonstrate to the Emperor and his court the wonders of steam railroad operation. The model was set up and run on the beach at Yokohama, and then stored and ultimately destroyed by fire. No record of it is known to exist today in Japan. Anyone who can throw light on it should write W. D. McKeown, 6-7, 4-chrome, Yamato-cho, Suita City, Osaka, Japan.

I was fortunate to buy some parts from the now-scrapped Butte, Anaconda & Pacific electric locos. Last summer, I spent a day in Anaconda and saw the men start to cut up the locos. Here are the addresses of scrap dealers selling parts from them: Alaska Steel & Supply Co., Box 2905 Terminal Annex, Spokane, Wash. 99220. (Will sell bell, headlight, whistle, doors, and windshield wipers) and McCraken Metals, Inc., 631 E. Aluminum St., Butte, Mont. 59701 (will sell controller, headlight, and parts).—Bill Everett, 4920 La Ramada, Santa Barbara, Calif.

Host for the 1974 International Rail Enthusiasts Conference, "Inter-Rail '74" will be the Lake Shore Ry. Historical Society in conjunction with the North East Model R.R. Assn. This get-together on the week-end of May 3-5 will feature activities pertaining to steam, diesels, trolleys, models, photographers, and just armchair railroaders, so says the LSRHS newsletter, *Timetable*. The tentative schedule includes tours of manufacturing plants for diesel-electric and electric locos and electric commuter cars, an in-depth examination of typical shortline and industrial railroad operations, a model exhibit and contest, and a "flea market" featuring hobby items. Plenty of mainline photographic action is promised on the nearby Penn Central, Norfolk & Western, Bessemer & Lake Erie, and Erie Lackawanna. Contact Inter-Rail '74, Lake Shore Ry. Railway Historical Society, Inc., P.O. Box 571, North East, Pa. 16428.

One bonus belonging to The Railway & Locomotive Historical Society is their recently reactivated Photo Exchange department. Members can list their offerings and wants in that section without charge, in the R&LHS membership roster published each June. From time to time albums of prints and/or slides contributed by members desiring to swap pix are circulated to other members.

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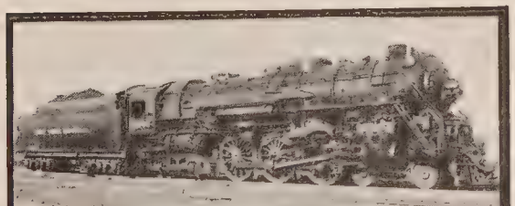

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Northern Pacific 4-6-6-4 No. 5126 in yards at Livingston, Montana, in 1954.
Brig. Gen S.W. Coleman, Apartado 245, Zapopan, Jalisco, Mexico

Amtrak/Penn Central train No. 180, *The East Wind*, on its way from Philadelphia to Boston, pauses briefly at Old Saybrook, Conn., on Oct. 8, '73. Dowager switch tower is in middle of wye of old line that ran north to Hartford, Conn.
Tim Phelps, 215 W. 23rd St. (YMCA), New York, N.Y. 10011

The only expense to participants is the cost of the prints or slides they contribute and postage for forwarding the album to the next person on the mailing list. Thus, at low cost, their photographic offerings become known to all exchanging members. Contact Edward Boss, manager, R&LHS Exchange Dept., 345 E. McMurray Rd., McMurray, Pa. 15317.

The old Chessie depot at Philippi, W. Va., has been leased to the Covered Bridge Museum, Inc. This museum aims to preserve the history, traditions, and customs of the area, honoring its pioneers. The name was chosen because the locale boasts the only two-lane covered bridge still used on a Federal highway.

Railfans fond of Milwaukee Road operations should contact the Milwaukee RR. Club, which already has 360 kindred souls. Membership costs $4 a year, including the club's 8-page newsletter 10 times a year. Write John Cline, 1217 Stark St., Wausau, Wis. 54401.

Ontario & Western Chapter of NRHS, Middletown, N.Y., is making oral history tape recordings of railroad employes, active and retired, to capture rail lore and history which might otherwise never be available for future historians. We understand they have a waiting list of railroaders willing to be interviewed. This might be a *now* project for comparable groups, because the list of old rails is getting short. Tomorrow may be too late.

The 25th anniversary run of the *California Zephyr* will not go unnoticed if the Intermountain Chapter of NRHS can help it. They're planning a trip on the last remaining segment of the famed train, now operating as the *Rio Grande Zephyr* on the D&RGW out of Denver, on March 23 to Salt Lake City, returning the next day. This excursion will include several extra cars leaving Denver at 7:30 a.m. and arriving at Salt Lake City at 9:30 p.m. In addition to several Vista-dome coaches, there will be a regular diner, with a special souvenir menu, a postal cachet, and a birthday party with cake. Cachet envelopes may be ordered, along with tickets, at 35¢ each, three for $1. For rail and hotel rates contact Kenton Forrest, Intermountain Chapter of NRHS, Box 5181, Denver, Colo. 80217, or Bob Richardson, Colorado Railroad Museum, Box 641, Golden, Colo. 80401, or Tom Daniels, Colorado Midland Chapter of NRHS, Box 9161, Colorado Springs, Colo. 80909.

The Wabash College Cannon Ballers have a new place to hold meetings. Norfolk & Western has donated a caboose to the Crawfordsville, Ind., high-school for the use of S. C. Simpson's boosters club. As head basketball coach, Simpson plans to make the waycar a place where former Wabash athletes can gather before home games, talk about the old days, and spark interest in the sports fortunes of the Cannon Ballers. Great place to tell tall tales, too. ●

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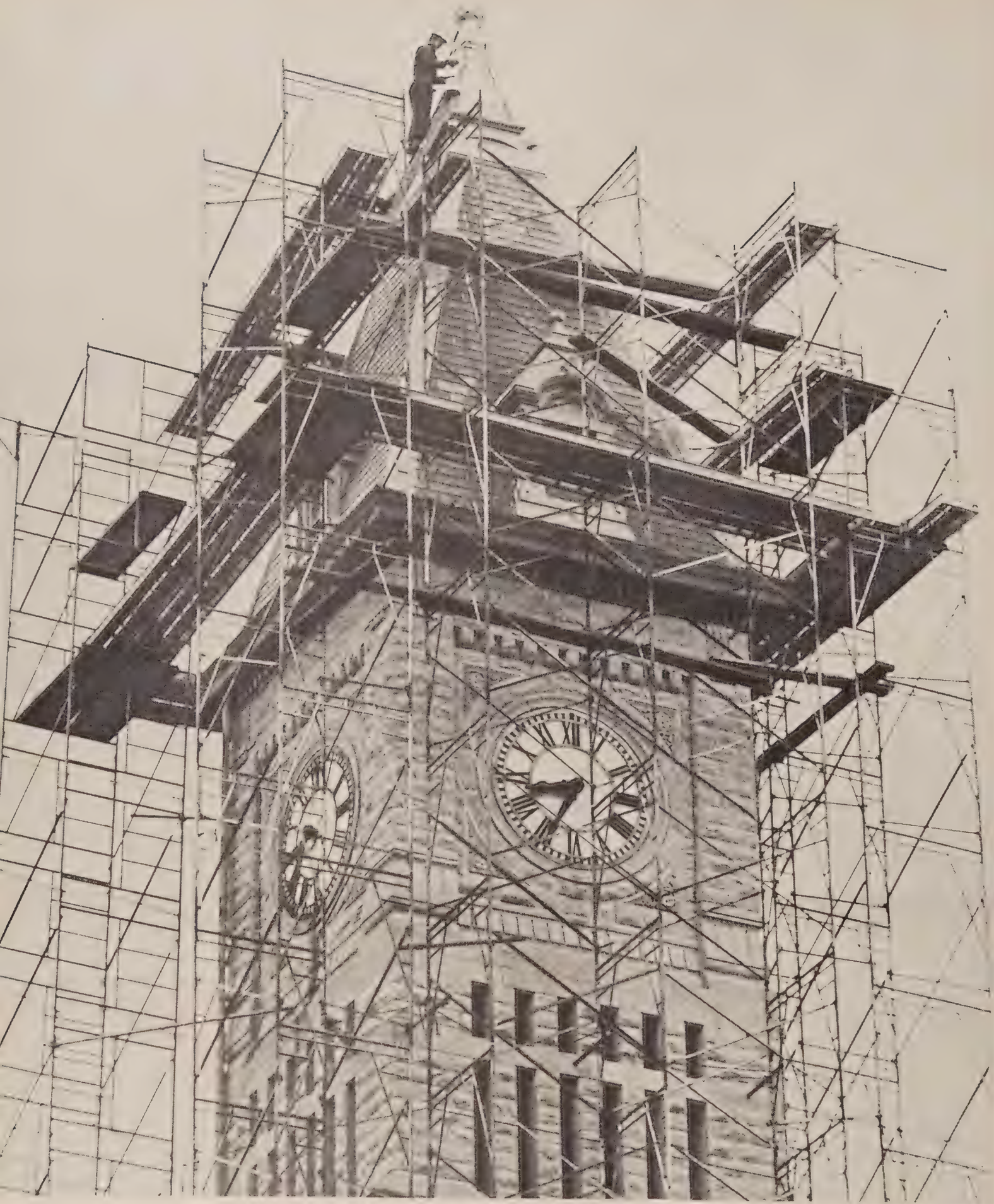
PHOTOGRAPHS OF THE MONTH

Winter wonderland greeted No. 483 hauling Cumbres & Toltec Scenic R.R. train on last weekend of '73 season on October 12 at an elevation of 10,015-feet at Cumbres, Colo.

Jack LaMunyon, 2513 Britt NE, Albuquerque, N.M. 87112



Dressing up a landmark. Pinnacle of clock tower of Louisville's Union Station recently got a new paint job. Scaffolding was also used by roofers replacing missing slate shingles. Clock dial is seven feet on tower 175 ft. above street.
Louisville & Nashville Railroad

Gray twilight and deep snow at Maine Central's famed mountain depot at Crawford Notch, N.H., on March 5, 1972. All train crews must stop here and sign the register. (This photo was sent to us as a Yuletide card)

Bob Gayer, 31-33 College Point Blvd., 30-A, Flushing, N.Y. 11354

It's a mild January day in 1971 and Nancy Neilson is waiting for someone just outside the Santa Fe station at Richmond, California. Alco switcher 2391 will soon hook onto the *Chief* and take it over to the roundhouse area for washing. Maybe by that time Nancy's boy friend will have shown up. Until then gal will play the waiting game like baggage cart's fate.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Every year the narrow-gage East Broad Top stages a "Winter Spectacular," such as this one on Feb. 23, 1969, showing 2-8-2 No. 12 on wye at the picnic grove with a mixed train in a snowstorm. This year's outing is set for Feb. 16-17.

George A. Forero, Jr., Box 2314, Villanova, Pa. 19085

McCloud River R.R. snow train, chartered by Pacific Locomotive Assn., wades through snow at Bartle, Calif., Jan. '66.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

It's Freight That Makes the Wheels Go 'Round

It's early afternoon on February 24, 1973, in Salisbury, N.C., as Southern Railway's 131-car freight train, pulled by four GP-38's (Nos. 2878, 2795, 2774, 2863), growls by Extra 2546 North coming in through cut while No. 159 pulls out.

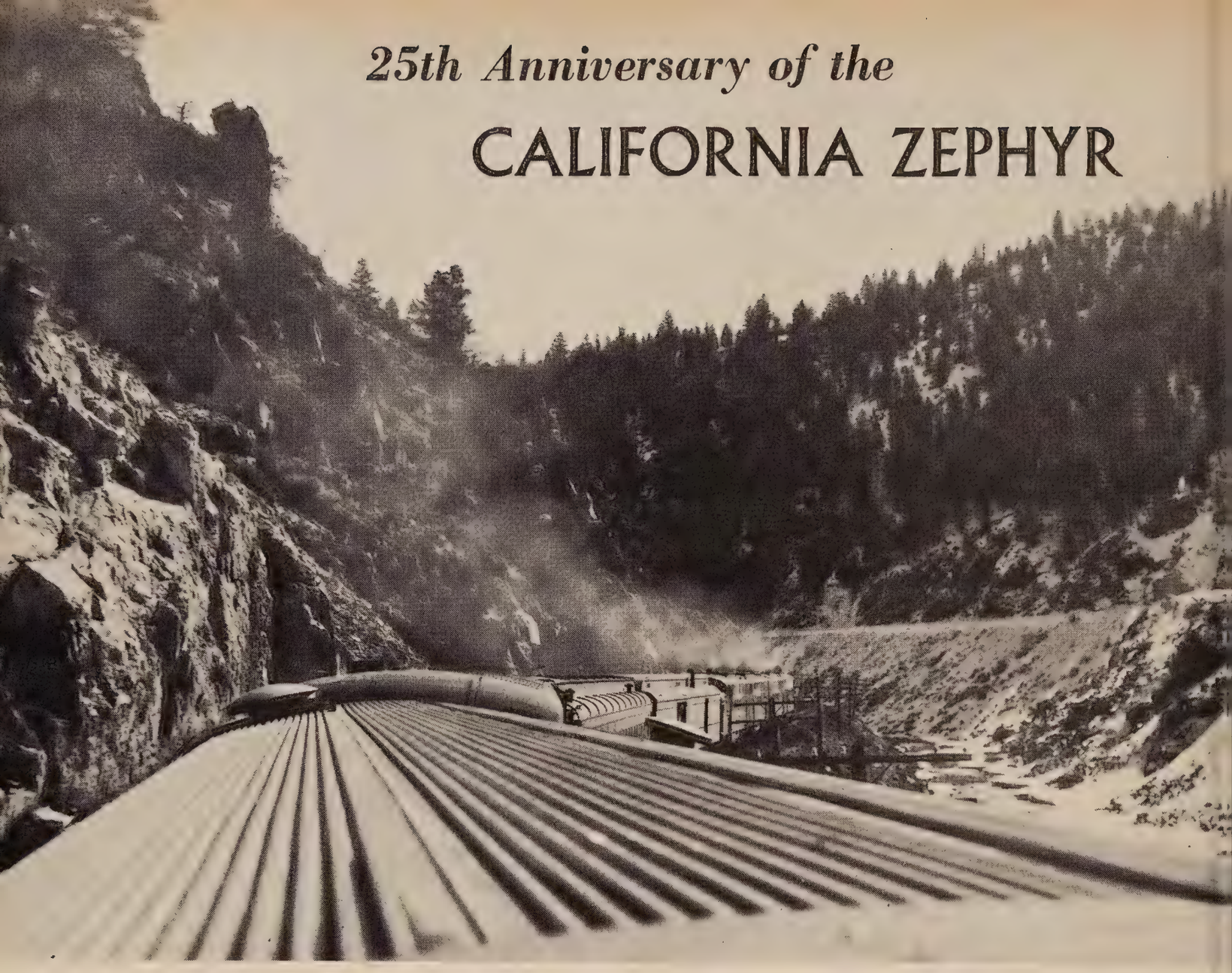
Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

Train order board at ex-Wheeling & Lake Erie station at Coschocton, Ohio, in spring of 1973.
John B. Corns, 226 Locke N.W., Massilon, Ohio 44646

Chicago said good-bye to the last of its 50-year-old rapid transit cars on Nov. 8, 1973. The retirement of the cars which operated on the Evanston route was made possible by the change-over from trolley to third-rail electric power distribution. The 80 cars taken out of service removed the last bits of nostalgia reminiscent of the old-time Els and streetcars—bare incandescent light bulbs, window shades, seats that flip over, and the unforgettable handles for straphangers.
Chicago Transit Authority

HUTAN camera
ATLAS STATIONERS, INC.

25th Anniversary of the
CALIFORNIA ZEPHYR



(Top) View from forward Vista Dome of *California Zephyr* as train winds through scenic Rocky Mts. in Colorado, on the Denver & Rio Grande Western. (Bottom) Famed streamliner on westward run nearing Bond, Colo., behind D&RGW 3-unit Alco diesel power. Picture was made from one of the sky-view cars at rear of train. The *CZ*, inaugurated on March 20, 1949, made its last run in March, 1970. It was a joint operation of CB&Q, Rio Grande, and Western Pacific, running between Chicago and Oakland, Calif., with buses to San Francisco. Colorado railfan clubs are planning a March salute to *CZ*.

Photograph by Ben F. Cutler (Rail Photo Service)

Glory days of train at Miramonte, Colo., just west of Denver.

Eastbound *Zephyr*, No. 18, emerging from WP tunnel.
Photograph by Peter Josserand

The 1950's found the *Cal Zephyr* gliding through the wonderland of Colorado Rockies on Denver & Rio Grande Western.
Railway Carmen's Journal, Dallas B. Higgins, editor, Kansas City, Mo.

Photograph from Western Pacific

On August 22, 1910, the Western Pacific's first passenger train pulled by engine 94, arrived at Oakland, Calif., from Salt Lake City. Exactly a half-century later the 94 partially repeated that performance. To combine the old and the new, WP put "Old 94" at the head end of the *California Zephyr* at Fremont, Calif., for a 30-mile run into Oakland. President Frederic B. Whitman, who started as a tallowpot in '19, was in her cab helping to celebrate anniversary.

Passengers aboard *CZ* were treated to untamed raw splendor of WP's Feather River Canyon route.
Photograph by Ben F. Cutler (Rail Photo Service)

With Rockies in background, D&RGW No. 549 heads other power hauling *Zephyr* out of west portal of Moffat Tunnel.

INTERESTING RAILFANS No. 134

WILLIAM C. KESSEL

by FREEMAN HUBBARD

UNLIKE all other fans in our series thus far, William C. Kessel found the girl of his choice while both of them were working for a railroad, in this case the New York Central and in the same building, and married her. Next July will mark their thirtieth wedding anniversary.

Born in Buffalo, N.Y., on April 9, 1919, Bill became a railroad buff and drifted into a job of selling train tickets at the Buffalo Central Terminal and at the Terrace, a downtown station; but was irked because he couldn't get transferred to the Passenger Department, where chances of promotion would have been brighter. This peeve he confided to a fellow employee, Phyllis White. Phyllis was a brown-eyed, petite (98-pound) reservation and information clerk in the big station. She was, and is, a sympathetic person. Being single and the daughter of a 52-year veteran of the Buffalo Creek Railroad, she felt particularly sympathetic toward a handsome young railfan like Bill Kessel.

They often dined together and soon began having other dates. Then came the inevitable. Bill had saved enough from his wages to buy a plain gold wedding ring and on a midsummer day in leap year he slipped it onto her finger. They settled down happily to the business of producing and raising two children: Joyce, now 20 and quite pretty, and Paul, 17, a high school senior. Joyce is a junior at St. Bonaventure University, which stands on the site of the old St. Bonaventure Railroad, a pike written up in our November 1940 issue. They live at 99 Center Street, Hamburg, N.Y. 14075, a suburb of Buffalo.

Bill's earliest home was located within a few blocks of seven trolley lines, and his father railroaded for two years before spending the rest of his life with the Buffalo Chamber of Commerce. So the lad just naturally became a railfan. During the dark years of the Depression he discovered many interurbans in their fading glory. He liked to ride the yellow trains to Lockport and Niagara Falls when he could afford it.

At age 13 he prefigured his lifelong yen for better transit by proposing a subway-surface route which the crusading Buffalo *News* endorsed a dozen years later. But his only steam trips in his first 16 years were over the three-mile Fort Erie Beach Railway, whose tall-stacked Forney engines and wooden-bodied coaches had previously seen hard service on New York City El lines. In fact, his first published railroad article was a cameo on the Erie Beach line in *The Railroad Enthusiast*. Meanwhile, his parents "convinced" him that cameras were only for taking pictures of people. So Bill had a late start in shooting trains and trolleys. He never did become a top-notch photographer like some of the fellows written up in this magazine, but has made some good railroad movies.

"In case of fire," he says facetiously, "save my family first, then Gabriel (our lazy Basset hound), and then my railroad movies—they are irreplaceable."

He likes human interest in railphotos, which is one of the reasons why he goes for *Railroad Magazine* in a big way. His library includes all issues of *Railroad* and *Trains* since 1938.

After getting a degree of B.S. in Business Administration, Bill took various jobs, including seven years of running his dry-cleaning plant. For a year and a half the Kessels lived in Baltimore, Md., during the trolley changeover. But he kept edging toward public relations, with a halfway stop at promoting the magazine *Victorian*.

In 1964 Bill hired out to the Arcade & Attica, a steam-powered short line in upstate New York, as assistant to Vic Alsworth, later president. Vic retired last September after 45 years with the A&A. He comments: "Bill enjoyed our tourist business and old coalburners. He is not a detail man, being more interested in the larger picture; but he gave me many ideas, some of them very good. I remember that while mingling with other railfans he liked to wear a shirt covered with railroad insignia that his wife made."

Phyllis had bought yards of material here and there for such shirts, stopping at a chain of stores across Michigan in search of more yard goods; and she sold a dozen of the decorated shirts to fans at only $3.50 each.

Dick Cartwright, the tall lean man who hired Bill, was then president of the A&A. Bill tells us: "I had met him first in 1938, when we both boarded his railroad's Mogul, No. 8 (Brooks, 1897), pulling a mixed train. I got to

(Right to left) William C. Kessel, wife Phyllis, and their daughter, Joyce.

Bill was born in the days when the Buffalo, Rochester & Pittsburgh was all steam, when carts, instead of taxis, met the trains, and gals wore dresses.

know him better on a certain trip during World War II. He played conductor to the master mechanic's engineman on a former Alexandria & Fairfax railcar which still displayed a sign reading: 'Colored, Please Sit from Rear.'

"Cartwright told me many tales about the Arcade & Attica, including its role in building Attica Prison, but doesn't want them published. In 1963 I wrote a short article on the road's return to steam passenger service. Part of my job was to handle that business. Selling tickets made me work Saturdays and Sundays. On weekdays I had an air-conditioned office in a frame building which included living quarters over the station. One of Cartwright's daughters was born in that very office; but not, of course, in my presence. Downstairs, I often helped Vic Alsworth with the payroll, reports, etc."

On one occasion Bill arranged for a special A&A train to let a Wellsville firm start a corporate movie with salesmen in oldtime garb boarding an oldtime train. All in all, he liked the work very much, but he left after about a year.

"It was a good year of train whistles and exhausts, although Cartwright didn't like the old Lehigh Valley whistle we added. I quit because of low pay and because I saw no chance of being assigned management duties. Today the A&A is at the mercy of the bankrupt giant, Penn Central."

Fifteen years ago our hero made the acquaintance of Colin H. Betts, a rail-

All photographs on these two pages by William C. Kessel

Phyllis Kessel, in corner, with Buffalo friends, ride on Toronto subway.

way hobbyist of Essex, England, by referring him to two New York Central towermen in answer to a request for data on low-pressure signaling.

"Later," Colin writes, "Bill visited me over here. He is a big man with a dynamic personality. His huge frame generates a lot of energy. One Sunday morning, while we were riding the *Brighton Belle*, a swanky Pullman train whose discontinuance your magazine reported not long ago, Bill surprised the conductor by ordering for lunch Welsh rarebit with beer, assuming that because of England's close proximity to Wales the crew would serve this gourmet dish —which they didn't."

Sidelights on his personality come from Fr. Irenaeus Herscher, OFM, librarian emeritus of St. Bonaventure University: "To me, Bill's most impressive trait is his readiness and ability to register his views on issues of the day. He is industrious as a writer and challenging as a speaker, using his talents generously in radio, TV, and the press."

That is true. For many years Bill has been contributing to *Railroad Magazine*, not only scripts but also news clippings and by proofreading most of our galleys every month prior to publication. He is, you might say, a semi-official member of our editorial staff.

One day after Fr. Irenaeus had given a talk to a men's group on rare books and the Bible, Bill advised him to publicize the University library more widely. At the same time our railfan volunteered to write a feature story about it himself. This he did. He and his wife visited the edifice with their daughter, then a small child. While Joyce sat demurely under a spotlight absorbing a picture book, her parents toured the library with a tape recorder, and Fr. Irenaeus explained its various assets. Afterward at home, Bill wrote an account of the place and its librarian, which a national magazine published and illustrated with pen and ink sketches. Thus he had offered a useful suggestion and had followed it up—without remuneration.

"Bill is not an easy person to ignore," says Virginia A. Foster of Brattleboro, Vt. "He pushes his way into your life until you can't resist his efforts. When you stop trying to shut him out, you find out what a warm and genuine person he is. Bill has a way of inspiring his friends to try new fields or projects. He helped me, for one, to realize my potential and do something about it. When he knows someone has a special interest he searches through books, newspapers, etc., to send him or her information on many aspects of that interest."

Sr. Ellen Marie Kuznicki, CSSF, Ph.D., finds him "full of ideas, unusually gifted in extemporaneous discussions and questionings, able to give life to dull conversations, and a very well read individual."

According to Walt Neuhaus of Tonowanda, N.Y., railfan 134 has a marvelous memory, is opinionated, and in some respects is like the great English essayist Samuel Johnson (1709-'84). Bill's daughter, Joyce, commented on his memory one day when she saw him reaching for an *Official Guide,* which he really didn't need to find Athens, Ohio. "How is it you can recall every mile of track you ever rode on," she asked, "but can't remember something we told you last week?"

"Unlike anyone else I know, Bill Kessel seems unafraid to speak his mind, even though he may be wrong," says Rev. Msgr. Richard T. Nugent, director of the Buffalo Diocesan Office of the Roman Catholic Church. "I remember the time he was running for the Aurora school board but withdrew because a newspaper had printed one of his uncomplimentary, strongly-worded but honest letters about a local situation. Bill didn't seem to be disturbed at having to drop his candidacy, and he continued offering his services to the village but in another direction. I have always appreciated his friendship, but some people find him hard to understand."

The monseignor is right. 'Although I've known Bill Kessel for about 23 years, I'll probably never understand him," writes R. G. Nugent of Darien Center, N.Y. "He is a man of strong

It was cold at Amherst, Nova Scotia, when Bill caught CN's *Ocean Limited.*

convictions, certainly not one to bow to the majority if he believes he is right. Many years ago this led to his completely falling out with an organized group of fans he was affiliated with.

"Now, he is widely known for his efforts in actively promoting rail rapid transit through newspaper and magazine articles and on radio and TV. He seems to be the only railfan in this area who does so. At times, in expounding a pet theory, he looks like a pompous politician. His cigar and the tone of his voice remind you of a ward boss telling the hod carrier what is good for him. Yet you are never quite sure whether he is serious or doing a clever imitation of a sober W.C. Fields, and this can result in a wrong impression, good or bad."

In childhood, Bill was the skinniest kid on the block; today he weighs over 200 pounds, but his health is such that he hasn't missed a day's work in a dozen years. He is basically a "meat and potatoes" man, including seafood as a mainstay of his diet. His height is two inches short of six feet; his eyes are gray, and his hair is still brown. He never smokes cigarettes but enjoys a pipe or cigar.

As a boy, his over-protective adult household made him an introvert. He traces his present impatience and seeming antagonisms to a precarious balance between early extroversion and what he terms his current "learned extroversion." Socrates referred to himself as a "gadfly," meaning in his case an argumentative philosopher who made a practice of needling people out of their preconceived notions, and the same could be said for William C. Kessel. A former mayor of his home village, Hamburg, opines that omnivorous reading causes Bill to propose new ideas ahead of their time. This trait never helps to make a guy popular.

One sunny, cold, winter day, when Niagara Falls was all but stilled by ice, railfan 134 watched in silent terror as the Falls View Bridge, which used to carry trolleys, fell into the river "like an elephant crumpling at the knees." Through a curious mischance, he failed to get printable photos. So did everyone else who saw it. Two days later Bill rode the New York Central to see the remnants again. For several years thereafter he often used the less-than-a-penny-a-mile excursions of the Central and the Buffalo, Rochester & Pittsburgh (now B&O). But his first standard-gage steam trip was to a baseball game in Rochester, N.Y. That journey to the Falls was his second.

The first fantrip he ever took ran from Buffalo to Cleveland, when the then-new Buffalo Division of the Railroad Enthusiasts joined with the Model Railroaders and *Railroad Magazine's* old Engine Picture Club in sponsoring it. That was the beginning of numerous fan excursions from the area—all well organized by Russell H. Shapley, who welded three clubs in as many cities into a cooperative unit. Bill Kessel became a fan club officer. His expulsion from the group in 1955 after a controversy evoked this comment from him:

"There probably aren't two dozen persons who care about that bit of railfan politics, but the funny part of it all is that a club officer predicted I'd wither away from inactivity. Well, I am not withering. Actually, the expulsion relieved me of two or three hours a day of railfan work, and not a little expense. My job with them had included straightening out conflicts with neighboring clubs."

Since, then, Bill has done a lot of independent train-riding, much of it with Rogers Whitaker, one of our *Interesting Railfans*. Also, he toils like a beaver to promote mass rail transit. "I gave the best years of my wife to brewing coffee for this drive and making maps," he quips. And he is one of three crusaders in his vicinity who got Suburban Towns Area Rapid Transit (START) going, originally to restore commuter trains.

For the past seven and a half years, No. 134 has been doing professional publicity work at Erie Community College (North), including a weekly prime-time program on radio, WBEN-FM. He moderates a panel discussion, the ECC Square Table; occasionally goes on TV, and teaches evening classes in English, journalism, and public speaking, sometimes at Gowanda State Hospital. Clare S. Buchheit of Buffalo recalls that during her first semester at E. C. College she signed up for a public speaking course with Mr. Kessel.

"I had never been so humiliated in all my life as I was when he sharply criticized my first speech in his class," Clare writes. "I just wanted to die. But first impressions seldom last. After I got over being hurt, I realized that my speech had been very poor and I realized I'd have to try harder, whereupon Mr. Kessel and I became good friends. Some time later, when I was a chairman of sorts for an International Day at the college, he helped me with the publicity. I am proud to have been in his class."

Bill is also a lector (reader of scriptural lessons) at SS. Peter and Paul Catholic Church, a member of the Speakers Bureau of the diocesan Holy Name Societies, and a pipe-organ buff.

"I have always found him very interesting to talk to," his wife says. "He's never at a loss for words. He is both considerate and demanding, and has little patience with people who put off till tomorrow what should be done today. I like to ride trains, too, but am not a railfan. I appreciate our small collection of gleaming railroad china, glassware, and linens far more than such things as old timetables, out-of-date tickets, rail periodicals, and boxes of I-don't-know-what railroadiana that we have stored away. One habit of Bill's drives me wild. A great many newspapers and magazines come into our home. My husband sits in his chair, reads them, often clipping out items, and then tosses them away one at a time, helter skelter. Who picks them up off the floor? I do, of course."

All photographs on these two pages by William C. Kessel

***Ocean Limited* at Amherst, N.S., as 1972 ends. Buses to ferry meet CN train.**

PASSENGER TRAIN SURVEY

MIKE MANSFIELD of Montana, the Senate majority leader, has urged that Amtrak be expanded while the opportunity is ripe. So many events are playing right into the hands of the people who really want good passenger-train service and are willing to patronize it that a new era seems to be dawning for Amtrak. Glory, hallelujah!

Amtrak is not backward about following up its advantage—an advantage due not only to the gasoline shortage but to other factors as well. Amtrak is now offering its first tour packages to eastern Canada, which couldn't have been timed more propitiously, for a tax of $2.80 per passenger has been imposed at all Canadian airports, beginning January 1st. The best way of going to Canada from northeastern U.S., anyhow, is on *The Montrealer*.

Amtrak's three-day, two-night programs from New York City to either Toronto or Quebec cost $18.20, while a similar package for Montreal starts at $19.20. A six-day tour allots three nights in Montreal and two in Quebec at a cost of $161.55. All prices are exclusive of rail fare.

Included in the new program is a four-day, three-night package from New York to Niagara Falls for $81, double occupancy. The hotels in these packages include some of the best ones in eastern Canada. Folders may be had by writing the National Railroad Passenger Corp., Box 474, Riverdale, Md.

Elsewhere, an arbitration panel has backed Amtrak's request to reroute the *Texas Chief*, a Chicago-Houston train, over Southern Pacific tracks through Dallas to Houston. The train was running through Temple, Texas, on the Fort Worth-Houston leg, using Texas & Pacific track.

The SP had blocked Amtrak's attempt to use its track for the proposed Dallas service arguing that the track wasn't safe enough for passenger trains and claiming that the operation would interfere with its own heavy freight.

Meanwhile, two Congressmen, Jack F. Kemp and Thaddeus J. Dulski, both of upstate New York, are urging Amtrak to restore the experimental Buffalo-Chicago passenger service it discontinued a year ago. In letters to Transportation Secretary Claude S. Brinegar and Amtrak president Roger Lewis, the Congressmen wrote: "The fuel shortage makes east-west rail passenger service between Buffalo and Chicago a critical necessity."

A new train, the *Valley Forge*, is now stopping at Lancaster, Pa. at 6:53 a.m. to take travelers to New York and again at 7:57 p.m., returning from New York. The *Broadway Limited* no longer stops at Lancaster to pick up passengers to New York. Lancastrians may board it only at 7:35 p.m. on its run to Chicago.

Lake Tahoe and the surrounding winter and summer recreation areas now have Amtrak service for the first time. The Chicago-San Francisco train, the *San Francisco Zephyr*, now stops at Truckee, California. The westbound *Zephyr* arrives in Truckee daily at 8:22 a.m. and arrives in Oakland at 3:05 p.m. Eastbound, the *Zephyr* leaves Oakland at 9:20 a.m. and stops in Truckee at 2.35 p.m. Truckee is the nearest rail point to Lake Tahoe, Squaw Valley, site of the 1960 Winter Olympics.

A free copy of a route map-brochure, describing points of interest passed by trains from the Northeast to Florida, may be had by writing to Amtrak Fulfillment Dept., NLA, Inc. 11420 Old Baltimore Pike, Beltsville, Md., specifying brochure 101-096. In addition to Amtrak's *Silver Meteor* and *Silver Star* serving Florida's East Coast and *The Champion* to the Gulf Coast, a fourth train, *The Vacationer* was added in peak winter months, effective December 14th. (Photo on next page.)

Major league baseball, acting to conserve energy in the fuel crisis, is taking steps to return to travel by train and to cut down on night games. The California Angels of the American League has reduced by 1.23 per cent the number of their home games requiring lights in Anaheim Stadium for the 1974 season.

The Angels also added a mid-week afternoon game and Monday doubleheaders starting at 4 p.m., eliminated late-summer 6 p.m. starts for Sunday games, and will continue a policy begun last September of keeping lighting for night-game batting practice to a minimum and will play ten fewer night games.

The fear of running out of gas is prompting many persons taking trips during Christmas and New Year's Day to ride trains or buses rather than drive cars. They remember with dismay what happened along the highways on Thanksgiving Day. Some automobiles coughed and sputtered to a standstill on freeways around the country as the fuel shortage became a grim reality.

"We were getting two or three calls a minute from motorists stranded without gas," recalls a spokesman for the Connecticut Automobile Association.

Numerous gas stations were closed. Some motorists who were able to find fuel in New Jersey had to pay dearly for it. For example, station owner Harry Simmermon of Monroe Township charged 82 cents a gallon for regular and 86 cents for premium gasoline at his station on Black Horse Pike. Normally he sells regular gas for 38.9 cents a gallon, premium 45.9 cents.

While all this was going on, the more fortunate travelers rode trains. Amtrak had put into service every available coach it could take out of mothballs. Its systemwide reservations center received 27,000 calls for information on Thanksgiving Day, about 15,000 more than expected. Standing room only was the case on many Amtrak trains, especially on the Washington-Philadelphia-New York route.

A complication in bus travel was the voluntarily imposed 50 mph speed limit on highways, making for late arrivals. More than 40 bus passengers en route from Spokane, Wash., to Portland, Ore., were forced to spend six hours in a bus depot on Thanksgiving Day because of the 50 mph limit which Washington State had recently impost. The driver was restricted by Federal regulations to ten hours of continuous driving time. Unable to reach his destination in the usual time because of the slower speed, he stopped at Olympia, Wash. Company officials there said it took them six hours to get a relief driver.

Railroad passengers fared very much better. Amtrak employes around the country indicated it wasn't just the Thanksgiving holiday that accounted for increased traffic.

"We're booked solid on all long-distance runs through December 31st," says Diane Ruddy, an Amtrak con-

troller in Seattle. "The gas shortage had an awful lot to do with it. Some nights the *North Coast Hiawatha* to Chicago goes out of here with standing room only."

Amtrak employes in Philadelphia say some trains to New York are booked full for weeks and that many passengers are willing to stand all the way. Even the American Automobile Association admits that the *Metroliners* have carried well over seven million passengers since 1969.

Amtrak's service supervisor at Denver's Union Station says rail travel is growing so fast "it's quite possible that historians someday will credit us with the biggest unprecedented and daring business comeback of the century." Joseph Vranich says Amtrak passenger traffic between Denver and San Francisco, via Ogden, Utah and Reno, Nev., is 78 percent greater than during the first eight months of 1973.

"This story of growth applies to most of Amtrak's routes throughout the nation," he adds proudly. "Passenger and revenue totals are up. So is Amtrak enthusiasm."

Down by the Depot

WEST PHILADELPHIA's 52nd Street station at Lancaster Avenue, not far from which your editor was born, used to be a major stop on the old Pennsy. Today, only a few trains stop there. This depot is really ancient. It was built about 1850 in a neighborhood which has seen better days, about two blocks from Fairmount Park, long known as the worlds' largest city park. Around 1900 the building was renovated. You wouldn't guess it from its present appearance. Juan Williams, of *The Bulletin* staff, writes:

Of the 15 trains from the Main Line during the early morning rush hour, only two—the 6.16 and the 7.19 stop at the station. This station, in a black community, is used by many people who fill the housekeeping needs of the affluent Main Line. They board the 11 trains leaving the city each morning.

Those who take the early 5.53 and 6.38 trains are mostly elderly women. They are the cooks and domestics who have to be at work in time to prepare breakfast and begin cleaning up.

Later in the morning the station is filled with men. They are the gardeners and handymen who keep the large homes and lawns in good repair.

Between 7.10 a.m. and 3.40 p.m. no trains into Philadelphia stop at 52d st. When crowding the homeward-bound trains, the 52nd Street depot is again put in use. Afternoon trains from the suburbs stop at the station to let the housekeepers and handyman off. Their employers are on the trains speeding through the station in the opposite direction.

Passenger Train Journal has completed arrangements for retail distribution through hobby shops throughout the country. The publishers expect this move will result in a substantial increase in circulation. To facilitate recognition on newsstands, the cover has been redesigned with the publication's name spelled out in the same kind of bold artistic lettering that our own magazine uses as a heading for our *Passenger Train Survey*. The *Journal* is published quarterly at P.O. Box 1205, Bloomington, Ind., and sells at $1.25 a copy, $5 a year, $9 for two years, $13 for three years. It is printed on thick glossy stock, is well written, amply illustrated, and capably edited. ●

James A. Cooke, 410 S. 10th Ave., Mt. Velnon, N.Y. 10550

Penn Central GG-1 highballing Amtrak's *The Vacationer*, train No. 94, through Harrison, N.J. on a March day in 1973.

The author bases the story, although far from area, on his experiences firing on the Boston & Maine.

Make Way for the Eastbound

by Charles W. Tyler

OLD DAN CASS had been handling steam power on the Midland for about forty-five years, more years than he cared to think of, and was slowing down. Each day he seemed to find it a little harder to make those split-second decisions that keep a train rolling. More and more he required help from his fireman, Fred McNelly, to hold the *Prairie Belle* "on the advertised."

Fred was never too busy watching the mechanical stoker of the Northern-type 3285 to give such help. Fred was dependable. His presence fortified the white-haired engineer. Dan felt safe in the realization that a younger man was checking his train orders and signals. If it hadn't been for Fred McNelly—well, the hogger didn't like to guess what might have happened to the *Prairie Belle* in a fierce, blinding sandstorm, for example.

Then one day Fred was set up running freight. On that very day, a cloudy October afternoon, a sawed-off kid fireman named Pete Kovac climbed into the cab of the 3285 with a self-conscious grin.

Old Dan's steel-gray eyes under white bushy brows bit hunks out of him. Why, Pete didn't look grownup enough to need a safety razor. The engineer uttered a bear-growl as an indication that the runt's first trip on this high-wheeling passenger run was going to be tough.

PETE had come from Shanty Town on the edge of the big city. Like too many oversexed men in those days, "Pop" Kovak, who worked as a fire-cleaner on the roundhouse pits, had sired more brats than he could decently support, and Pete, being a runt, was pushed around a lot.

Dan Cass had often seen the Shanty Town kids fight for lumps of coal alongside the track, each youngster lugging a dirty gunnysack into which he tossed his loot.

Black smoke pouring from the stubby stacks of the Consolidations, Mikes, Northern types, and switchers spread its smudge over Shanty Town, griming the freshly washed laundry that was hung out on the back-yard clothes lines.

Faded housewives complained of the coal-smoke nuisance, but Pete Kovac breathed this smoke into his very soul. He loved the sounds and smells of the roaring road. Boxcars clanking beside his home provided his first geography lessons—cars of the Canadian Pacific, the Duluth, Missabe & Northern, the Rio Grande, the Algoma Central & Hudson Bay, and scores of other far-away pikes, each with its own peculiar emblem.

Pete soon learned what the ganty signals said to the engine crews, and in no time at all caught onto the whistle calls. He could tell you when they were screaming for a grade crossing, whistling out a flagman or calling him back, or asking the tower to give them the board. He knew also that white flags astride the smokebox meant that a train was an extra, while green indicated a section following.

He never used the word caboose. Always it was the "crummy," the "hack," or the "buggy." Pete would squat beside the shining steel rails up around the curve and chin with the flagman. Now and then he'd climb into the high cabs of grimy freight hogs as they stood puffing beside Shanty Town. Bold as a barmaid he was, and as full of chatter.

On his seventeenth birthday Pete got a job wiping engines. As any roundhouse man will tell you, wiping engines is laborious, dirty work. But Pete enjoyed it. He was now a railroader, a member of the inner circle. During his noon hours the runt would sit on the engineer's box of a big locomotive, fondling the levers, leaning across the arm-rest, and making believe he was on the open road with the great driving wheels whirling beneath him.

Then Pete grabbed at a chance to go firing. He passed the tests, made his student trips, and went on to the freight pool. And when he reached nineteen, taking advantage of a flu epidemic in Midland territory, he managed to get a crack at firing Number 10, the *Prairie Belle,* for old Mr. Cass. The Shanty Town kid had come a long way from his coal-picking days.

NUMBER 3285 chugged onto the roundhouse lead. Her hostler swung off backward, turned, and grinned at Pete. "Hiya, kid!"

"She all set?" the runt asked, swelling with pride.

"Right as rain, boy! Why, you firin' her?"

Pete nodded. "Nobody else."

"You fired passenger before?"

"Nope."

"Well, watch yer step, tallowpot, or the old guy will turn you in."

This remark disturbed Pete. He headed for the crew dispatcher's office. When a fireman got turned in, it was generally for incompetence, and they socked plenty of brownies onto your record, or maybe worse.

Of course, Pete reasoned, he'd fire the *Prairie Belle* only until a regular fireman could be assigned. The job was up for bids right now and would go to a man with a lot more seniority than he

himself had. But if he made good, in spite of Mr. Cass, he'd probably be called for passenger work again.

Pete liked fast runs, and he knew that on some of the desert stretches the speed queens were allowed to make ninety miles an hour, with a 10 percent tolerance.

Now, 4-8-4's are dual-purpose engines, built to haul either redball freight or heavy passenger trains. Pete had fired them on merchandise runs and did not figure on having any trouble. Still, he noted the hostler's advice.

When he climbed up through the steel gangway, he found old Mr. Cass in the cab ahead of him. The hogger looked neat with his striped denim overalls, jumper, and peaked cap—a lean, grizzled figure, slightly stooped from the weight of years but keen-eyed and alert.

Dan sized up the fireman. What he saw was a short, bony-framed lad with broad features and large ears. The appearance of Pete Kovac did not inspire confidence.

There were times when train-order tissues kept piling up in the clip until they almost drove the engineer crazy trying to remember them all. In days gone by, Dan had been able to absorb the instructions at a glance and carry them in his head for the length of the division. Today he had to study them carefully and then kept referring back —just to be sure.

Fred McNelly, in the cab, had always kept a check on things. That really helped, especially when the *Prairie Belle* was fighting the clock at eighty miles per hour. Dan loved the open road and hoped to stay on it until his days at the throttle were done.

While appraising the new fireman, Dan's lips tightened. He did not address Pete directly but grumbled about young squirts being called to fire a fast train.

Without intending to be impudent, Pete said: "Don't worry, Mr. Cass. I can handle my end of it."

The runner almost blew a gasket over this, but was secretly pleased at getting a rise out of the young fellow. He could start bearing down now.

"Wise guy, eh? Well, on this job you're good for just about one trip."

THE PADDLE of the dwarf signal beside the engine-house lead dropped, waving the 3285 out to tie onto the cars of Number 10, the eastbound *Prairie Belle*. Pete felt better when they began to move. It eased the tension of being alone in the huge cab with Engineer Cass. The clatter of eighty-inch drivers on the frogs and switches was sweet music, with the soft mutter of the exhaust—a prelude to the thundering orchestration of the main line.

The Northern-type engine, a dynamo of beauty, backed down onto the long line of gleaming Pullmans. A Tuscan red sun dropped away into the low desert hills and the twilight ran its brief course. Up came the conductor, resplendent in a blue uniform with shiny brass buttons, with a handful of orders. He greeted Cass with the easy familiarity of men who work together.

"Who's your new fireman, Dan?"

"Fireman? Humph!" The runner climbed stiffly down to look over the tissues.

"Guess you'll miss Fred."

"Yeah," Dan said wearily.

The *Prairie Belle*, Number 10, was to carry signals for a second section. Pete went out on the running board and put the number "1" in each of the illuminated number brackets high on the big boiler.

Green lights winked out astride the smokebox. He heard the conductor say the second section was a hotshot. As he got back into the cab, he saw Dan inserting the train orders in the clip on the back head, and he said, "I wanta see those flimsies, Mr. Cass."

The hogger glared at him, half a mind to ignore the boy. However, the Book of Rules on every road states clearly that enginemen must show train orders to their firemen and see that they are read and understood. Cass handed him the tissues. Pete studied them attentively and passed them back.

Dan grunted. That kid knew his stuff all right! Some distance behind them, alongside the burnished Pullmans, the bright spark of the conductor's electric lantern rose in a highball. It being on the fireman's side, Pete relayed the signal across the cab, "Let's go!"

But instead of taking his word for it, Dan crossed the cab and checked for himself, just to show the ashcat he didn't trust him. Pete's lips curved in a grin.

With the reverse lever down in the working corner, the silver-haired engineman began jockeying the stirrup throttle out and back. He felt for the first bite of the drivers as he watched the ground for forward movement.

Pete, on the left, immediately moved the lever of the firing valve to compensate for the rush of steam to the big cylinders. His every nerve was taut.

A throaty cough barked from the stack. Pete listened to the clanging bell, the blasting flare of burning fuel oil, and the roar of steam from the booster, as the heavy train began to move. Mail-storage cars, the working mail car, dormitory and lounge car, dining car, sleepers, and observation lounge car gliding away from the bright station lights, with the red ember of the rear-end sign bearing the famous name *Prairie Belle*.

An extra-fare train, eastbound Number 10 had rights over just about everything. Pete was in a buoyant mood. *Make way for the eastbound!* He told himself. *This is the life!*

The first slow labor of the exhaust quickened into a rapid staccato beat. The deep-toned whistle screamed mournfully for grade crossings. Soon the city lights were left far behind with only an amber glow against the western sky.

Every moment of the run was a thrill to Pete. The boy divided his attention between the bright eyes of the block signals rushing to meet them and the shining dials on the back head. He watched the steam gage and the glass of the water column. This device regulates the firing valve to meet the varying demands of throttle and cutoff, feeding steam to cylinders and pistons.

At first, Dan sulkily refused to call the signal indications when they came whipping down on these stiff sentinels beside the track. After a time, however, his gruff voice boomed across the cab, "Clear on the signal!"

And Pete gleefully repeated his words, "Clear on the signal!"

FIRST NUMBER 10 roared through the night. Orange groves and vineyards. Small towns shining with light. Switch lamps sparkling. Wheels crashing over switch points. Pullmans cradling gently on their jostling trucks.

They climbed a grade. The exhaust settled to a hard, steady chant. Pete loved the sound of a locomotive working steam on a hill. He leaned from the cab window, feeling the cool, clean air of the desert on his cheeks.

At Mesa, the operator gave them a green board. Dan shortened the cutoff. The silver beam of his headlight reached away down the glimmering bands of steel.

Their pace quickened until it seemed that the mighty 4-8-4 was close to quitting the rail and joining the stars. It was the big moment Pete Kovac had

lived for—riding the cab of a high-liner! He glanced across at Dan. The engineer was hunched over the armrest, cool, competent, carrying on a grave responsibility. *You've got to hand it to the old guy,* Pete decided.

The wind grew in force, each gust more savage than the last. Dust was marching on the desert floor. Tumbleweeds fled along the track. The block signals were blurred.

As they approached Joshua depot, a pinpoint of red flung out its challenge. Dan whistled with vast impatience. The crimson eye winked twice, telling the *Prairie Belle* to pick up orders on the fly.

Dan shut off and made a brake application, and his voice rumbled, "Get that hoop!" His tone hinted, "God help you if you miss it!"

Fiendishly, the wind increased in fury. The fireman crossed the cab and got down on the ladder, his heart slugging at his ribs. Firing freight drags, he'd caught train-order hoops plenty of times, but this was different. They were rushing toward Joshua like an iron thunderbolt.

Pete squinted for the dim shape of the operator, fighting the squall at the platform edge. It was almost impossible to see the upheld hoop. He stabbed at it desperately with his free hand—and missed!

"Damn fool!" Dan yelled, adding an obscene term which he rarely used. He slapped the brake handle around. They had to back up for their orders, and with a second section on their tail.

Pete guessed that Fred McNelly wouldn't have missed the hoop. Still, the hogger had been wheeling 'em too fast—much too fast.

The devil was loose on the vast sweep of desert. The devil and sand. Winds mauled the wasteland, snatching at every loose thing and hurling it into the black maelstrom. There were bits of sage and greasewood from the high flats, stinging sand from the great yellow dunes. Loose gravel struck at the jacket of the 3285 like birdshot.

Dan had to shut the cab window against the violence, depending for vision on the smaller window in front. That, and the youthful, keener eyes of Pete Kovac.

THE STORM's fury reached into the Midland dispatcher's office in the big city. A loudspeaker at his elbow howled, wailed, and crackled. The voices of operators along the line, OSing the battling trains, fought through but often vague and distorted. At times they faded out entirely.

The man at the trainsheet hesitated to switch to the Morse circuit. Not all ops were familiar with the code, and tonight he might need to contact any of them. The orders he must put out would mean the difference between keeping the traffic moving and a hopeless snarl.

However, his first worry was that some engine crew, struggling to make time, might miss a block signal in the seething fog of sand and crash into a rear-end. In particular, the dispatcher was concerned with the two sections of Number 10, of the *Prairie Belle.*

Roy Bradley, at the throttle of Second 10, liked to take chances. If Dan should get stopped on the main line and if the flagman, fighting wind and sand, didn't get back far enough—well, a man could only pray that every railroader out there played it safe and did his job.

The dispatcher glanced at the clock. First 10 should have passed Palms by now, even with the time lost by backing up for their orders at Joshua. He punched at a selector button, ringing Palms.

A distorted voice from an operator screeched back at him. Some freight drag, heading into the siding, was having trouble. With that cross-wind, the hogger couldn't get sand under his drivers.

The dispatcher shook his head. A million packs of sand blowing around on the desert, and you couldn't make a miserly handful of it stay on the rail!

THE FIRST section of *Prairie Belle* was thirty minutes late when her powerful 4-8-4 went stamping past the telegraph office at Palms. Dan Cass was foaming. He gave the varnish a ride between Palms and Shoshone and thus made up four minutes.

At Shoshone, the *Fast Mail* was in the hole and she hooted derisively at the *Prairie Belle.* Dan swore. He could almost hear Ed Kramer, at the throttle of the *Mail,* saying: "Where the hell have you been, you old buzzard?"

The dispatcher's brow furrowed. He was confronted now with the problem of what to do about Number 1, the *Moonbeam,* the westbound diesel-powered streamliner. The *Moonbeam* was superior to the *Prairie Belle* by direction and was due out of the Junction at 10:05. Dan would never make the Junction in time for her.

The dispatcher ran his eye down the trainsheet. He'd taken care of that time freight, those green fruit jobs coming out of the ice dock at Valley, the two helper engines in the wye at Mesa, waiting to descend the hill, three freight drags and the *Fast Mail.* But right now the *Moonbeam* was the top problem. Sleek Number 1 was a lot of class, and he wanted to give her the road, but it would mean putting the *Prairie Belle* in at Sage, with a further loss of time.

Finally he decided to give away ten minutes on the *Moonbeam* in the hope that the *Prairie Belle* could make the Junction by 10:15. He called Devore and Desert Junction and put out an order, addressed to the two trains.

No. 1 wait at Desert Junction until 10:15 ten fifteen p.m. for First No. 10.

It was almost impossible for the dispatcher to get the order and repeats through the din on the wire, but he did it, eventually. The operator at Devore blinked his train-order signal, and the *Prairie Belle*'s 4-8-4, boring through the murk, answered with two curt blasts.

Pete Kovac picked up the hoop and read the order to Dan. The engineer glanced at his watch. From here in it was going to be a battle—a battle against the clock, against a desert sandstorm. And always there was the chance that some freight drag, struggling into a siding, might block them.

The lights had to be green. It was hell trying to catch those block signals as they rocketed through the waves of screaming dust. Old Dan wiped his goggles and thrust open the cab window. A wild gust almost took his breath away.

At Minden a section crew was clearing sand from the switch points. Sand packed worse than snow. Other gangs were out along the line. But back in the peace and quiet of the Pullmans, passengers were turning in, giving no thought to the storm, perhaps only vaguely aware of it. And behind them—behind the red marker lights of the *Prairie Belle*—engineer Bradley, brash, reckless at times, was driving Second Number 10 hard through the same storm.

Pete felt the mounting tension. *Make*

way for the eastbound, he chanted silently to himself.

Dan was giving the 3285 a beating, yet handled the train with caution, aware of the danger of missing one of those dust-fogged block signals; aware, too, of the younger man at the throttle of the second section, yapping at his heels.

And now the sand was starting to drift, which presented a new threat! At Mesquite, the *Prairie Belle* was thirty minutes late, and losing time.

THE MAN at the trainsheet in the big town eyed the clock. Desert Junction reported the *Moonbeam* arriving. The dispatcher made a decision. He'd change the meet to Sage, though it meant stabbing the *Prairie Belle* and heading Second 10 in back at Devore.

First 10 got their tissues at McCarty's—one copy for the engine crew, one for the conductor. In the cab Pete snapped on the lights and read the order. They were to meet the *Moonbeam*, Number 1, at Sage instead of the Junction. He noticed then the grim lines around Dan's mouth. Fighting the storm was an ordeal for the old man.

Dan Cass seemed not to be listening when Pete read the order. He took the flimsy from the kid, glanced at it briefly, and stuck it in the clip on the back head.

Back in the train, the conductor peered from a vestibule to orient himself, but saw only a tormented gulf of blackness. In a minute now he'd pull the signal cord, calling Dan's attention to that meet at Sage. In a minute now. . . .

MAKING Desert Junction for the meet with the *Moonbeam* was almost an obsession to Dan Cass. Again and again the hogger had wheeled his string of varnish in ahead of Number 1's leaving time. He resented the smooth streamliner and her diesel, which seemed waiting to taunt him if he were late, this *Moonbeam* with her fancy pants.

Sage was somewhere down ahead, a desert telegraph office and a little huddle of buildings under the cottonwoods. Sage and its bleary switch lamps. Sage, fogged in by the dust blowing off the dry lake.

Pete Kovac's eyes strained for landmarks that might give him a bearing. They must be close to Sage by now. If they didn't slow down they'd race past the switch, away past. Old Dan must be crazy—or had he forgotten that order?

Pete thought of the *Moonbeam*, its diesels churning up energy for traction motors, coming against them. Maybe those guys in the tight, cozy cab of the streamliner might miss the signal east of Sage. They'd be looking for Sage, sure, and the *Prairie Belle* in the clear, not out on the main line a mile past the switch. Oh, block signals were fine, but you could miss them when sand blacked them out.

Pete had an awareness of trouble, and he shot a glance across at Dan, hunched there on the right. "You're good for just about one trip on this job." That was what the runner had hurled at him back in the city.

Pete was expecting to hear the call of the conductor's valve, but no signal came from the man in brass buttons. The boy crossed the swaying cab and yelled at the engineer: "Hey, don't forget we're goin' in the hole down here!"

Old Dan partly wrenched around, shouting angrily above the roar of the 3285: "Are you trying to tell me how to run this train?"

"No, sir. I'm just remindin' you about the meet with Number 1—"

"No damned young squirt has to remind me." The hogger stopped, suddenly remembering that order they'd received at McCarty's. It hit him like a blow. "First No. 10 meet No. 1 at Sage . . ." Good God!

Dan slammed the throttle home and grabbed for the air. The brakes dynamited against the racing wheels. He fed her sand, but the wind blew it a mile. The wheels hissed, screamed, and smoked as they fought the shining rail.

Opening his window, Dan leaned far out, squinting for the tell-tale gleam of a headlight. If Number 1 was down there at Sage, they'd ram into her.

A switch light winked blowzily at him through the smother. The dark shapes of station buildings slid past.

GRABBING a fusee and a lantern, Pete squirmed out onto the high running board. Mauled and buffeted by the wind, with sharp sand blinding him, he made his way along the great barrel of the 4-8-4. Once, in frantic haste, he lost his grip on the handrail and was close to going off and down.

The onrushing cars of the *Prairie Belle* crowded the 3285 from behind like brazen hoodlums, forcing her on against her will. A thousand feet beyond the switch, the big Northern type was still moving ahead!

Pete stood on the last step of her pilot, the headlight a bright jewel above him. The wind eased, and against the breathless hush a fish-horn trumpeted off to the east.

Number 1 was coming down the iron! Pete uncapped the fusee and lighted it. Before the 3285 had surged to a stop, he flung himself to the track and started to run. The sand-filled wind roared down on him like a demon. He leaned against it, gasping and staggering, and contested every precious foot.

In the cab of the 3285, Dan pulled his Johnson bar. He cracked three quick blows from the whistle to tell the world that they were backing up. The great passenger hauler threw her weight with the train while the exhaust blasted.

The headlight of Number 1 poked through the billowing dust, and her fish-horn hooted an acknowledgment of the misty splotch that was Pete's red fusee, swung frantically across the single-track main. The haughty streamliner, moving in under control, cut its throttle. There was no cornfield meet.

Back at the switch, the *Prairie Belle* edged into clear and rolled slowly on down through the passing track. A lantern waved a highball from a vestibule, informing Number 1 that the road was hers. Dan whistled that they were carrying green for a second section, and the diesel horn blared twice. The *Moonbeam*'s motors roared as she waltzed past Sage station like a sheeted ghost.

Pete caught the grab-irons of the 3285 and climbed the ladder to the cab. Old Dan mopped his seamed face with a blue kerchief, the cab lights shining down on him. A great weight had been lifted from his stooped shoulders, and his steel-gray eyes twinkled at the fireman.

"That was a paint-scorcher, that meet!" he said, shaking his head. "We both muffed one tonight, Pete. Looks like we're even up." Dan Cass stuck out his hand. "If only you had the seniority, my boy, you could fire the varnish for me steady."

Pete grinned happily. "Gee!" He had been accepted into the exclusive ranks of the men of high iron. Pete Kovac, the Shanty Town kid.

IN SEARCH OF STEAM

Mike Eagleson

PENNSYLVANIA'S old narrow-gage East Broad Top at Orbisonia, one of the very few slim-gage lines left in the country, will operate its annual "Winter Railroad Spectacular" this February 16th and 17th with two Mikado types under steam pulling passenger, mixed, and doubleheaded trains. Don't miss it —if you can possibly get there. EBT in winter is really photogenic. Proof of this fact will be *Railroad's* full-color cover next month.

STEAM has returned to southern Illinois in the form of the Crab Orchard Egyptian Railroad (what a name!) at Marion. A rare 2-4-2 (Columbian type), No. 5, built by H. K. Porter in 1946, is the motive power for the 14-mile round trip of this new tourist attraction.

RESTORING steam locomotives is costly and grueling hard work, but fans love it. You should see those fellows busy on Chicago, Burlington & Quincy 637, a 4-6-0, on display at Lincoln Park in Aurora. But more help is needed, both volunteer labor and cash donations, especially the latter. Contact Steve Holding at 522 Clark St., Aurora, Illinois.

FORMER Smoky Mountain 4-6-2 No. 110, believed to be the world's smallest standard-gage Pacific, is now at Brookeville, Ohio, in a lumber yard on Hays Avenue near the Penn Central line to Richmond, Indiana. Owned by a Mr. Blum of Brookeville and a Chicago railfan, she is presently being revamped to operating condition. Two hundred new flues are on order, together with other scarce parts needed to enable this handsome Pacific to run in tourist road service reports Jim Edmonston, this magazine's diesel columnist.

Jim also tells me that a mystery 2-8-0, possibly an ex-U.S. Army engine from Ft. Eustis, came through Cincinnati recently on the Chesapeake & Ohio and headed north on the Baltimore & Ohio. Who knows of this engine and where she was headed? Finally, Jim reports that the Chessie System's 4-6-0 No. 377 long leased to and operated on the Toledo, Lake Erie & Western in Ohio, has been sent back to the C&O/B&O Museum in Baltimore, Md., for service around the grounds. The Toledo road has an 0-6-0 to continue running.

A FORMER Grand Trunk Western 4-8-4, No. 6323, stored in the Detroit Terminal roundhouse since 1961, now belongs to Robert Johnson of Elmhurst, Illinois, after the untimely passing of her previous owner, Fred Crew of Detroit, according to a rumor from a steamfan who prefers to be anonymous. I have been hoping this superb Northern could be restored for excursion service. Perhaps her new owner has just such plans. Keep me posted, Bob.

NEW ZEALAND preserved steam is on the increase, reports B. Johnson, 5 Paklads Town House, corner of Whakitiki and McLead streets, Upper Hutt, Wellington, N.Z. Phillip Goldman of California has bought Mountain class Ja. No. 1250 and has donated her to the Railway Enthusiasts Society of Auckland, N.Z. Four other Ja 4-8-2's have survived: Nos. 1240, 1260, 1267, and 1274, as well as J class No. 1236. A few months ago Nos. 1211 and 1234 ran the last official 400-mile mainline steam excursion from Timary to Pictan. A steam museum is being established at Paekakiski, north of Wellington. Both of these steamers are believed to be operable, but will their use in future excursions be permitted by the N.Z. Government Railways? The NZR already operates one successful tourist line on the south island, utilizing three Ab class 4-6-2's, Nos. 663, 778, and 795.

BRITISH RAIL has agreed to reopen to steam a three-mile stretch of track on the north coast of Norfolk, known as the Poppy Line, but specific motive power to be used has not yet been determined.

THOSE "DOUBLEHEADERS" on both Canadian National and Canadian Pacific last fall are still being talked about in Canada. The National excited the steam world with the excursion debut of its streamstyled 4-8-2 No. 6060, class U-1f, on September 15th. Resplendent in her gleaming green and black paint scheme with gold trim, North America's only operating Mountain type, fresh from being shopped at Point St. Charles, Montreal, stormed out of that city on a fantrip to Victoraville, Quebec. Then on October 27th the big "Bullet Nose Betty" pulled retiring 4-8-4 No. 6218 of excursion fame, into Fort Erie, Ontario, to her final resting place on display. The U-2g class Northern was not in steam, but at least helped to give the appearance of a doubleheader.

Meanwhile, Canadian Pacific steam had stolen the spotlight on October 13th and 14th by operating former CP 4-6-0 No. 1057, class D-10h, and 4-4-0 No. 136, an A-2m, both now owned by the Ontario Rail Association. The pair rambled joyously from Toronto to Owen Sound, Ontario, and back on a two-day excursion. The return trip was favored with crystal-clear skies as well as gorgeous fall foliage.

Delaware & Hudson railfan trip with locos 653 and 302 doubleheading the grade north of Port Henry, New York.
Kenneth Ingmanson, 1242 Juliet Ave., St. Paul, Minn. 55105

CP Rail News is giving editorial support to the ambitious project of the Ontario Rail group to restore steam locomotives to their former use. And that also goes for passenger equipment.

To preserve steam equipment as part of Canada's heritage, the association sponsors the Credit Valley Railway and hopes to run on seven miles of disused rail line near Cheltenham, Ontario. "It will portray a typical Canadian branch-line railroad of the early 1930s," says James A. Brown, president of Ontario Rail, "and this is just the beginning of better things to come."

Today, the Credit Valley Railway operates two former CP steam engines and is currently restoring to working order former CP locomotive No. 1201. Other equipment consists of 11 former CP coaches, CN and TG&B coaches, and three combination cars.

New Steam Literature

American Single-Axle Locomotive and the "Pioneer," by John H. White, Jr., soft cover, 50 pages, 8½×11", text matter, photos, maps, diagrams; available at 95 cents postpaid from Superintendent of Documents U.S. Printing Office bookstore, Washington, D.C. 20402.

Renewed interest in the mid-19th century construction of light, single-axle, passenger locomotives is the subject of this well-researched work. Most of the loco builders produced the type in limited numbers, but until now little

has been known about it and most of that information was long out of print. Jack White is the curator of transportation in the Smithsonian Institution's National Museum of History and Technology and is editor of the R&LHS journal known as *Railroad History*. He takes us through fine old engravings, manufacturers' blueprints, and rare photos made from glass-plate negatives, in addition to text on the earliest single-axle engine in about 1835 up until the last one built some 60 years later.

Special devotion is given to the Cumberland Valley Railroad's *Pioneer*, built in 1851 and now on display at the Smithsonian, donated by the Pennsylvania Railroad. Earliest known photos and drawings of her are well documented and the author notes her various rebuildings more than 100 years ago, plus the 2-2-2's complete restoration by the Smithsonian staff.

I Remember Pennsy, by Don Wood, hard cover, 168 pages, 8½×11", over 200 photos; Audio-Visual Designs, P.O. Box 24-R, Earlton, N.Y. 12058, $12.95.

Here, at last, is a picture-book we've been waiting for. We've all seen photos by Don Wood, the dean of latter-day Pennsy steam photographers, in books and magazines. Now Don has put his best shots into a volume of his own and it's a great one-man show. We see Pennsy M-1's pounding through Duncannon, Pa., with smoke plumes trailing, and big hippo 2-10-0's slogging it out with Mt. Carmel ore trains, and E-6 Atlantics working on the Pennsylvania-Reading Seashore Lines; and the photo reproductions are good.

Don does full justice to New Jersey's legendary New York & Long Branch with the book's largest chapter. The last stronghold of many readers' favorite steamer, the classic K-4s Pacifics, are shown in superlative 4x5 Speed Graphic action shots by day and moody views of slumbering at night. Even the GG1 electrics, E-8's and sharknose diesels are here, long before the Penn Central herald fouled their keystone-adorned flanks. But I was disappointed in this book on two minor counts: (1) four pages of color contained 11 photos, far too many for that space, stacked up three or four on a page; (2) poor design is shown by some page layouts where the corners of two photos are morticed in and overlap one another. Even so, the book as a whole is excellent and deserves a big sale.

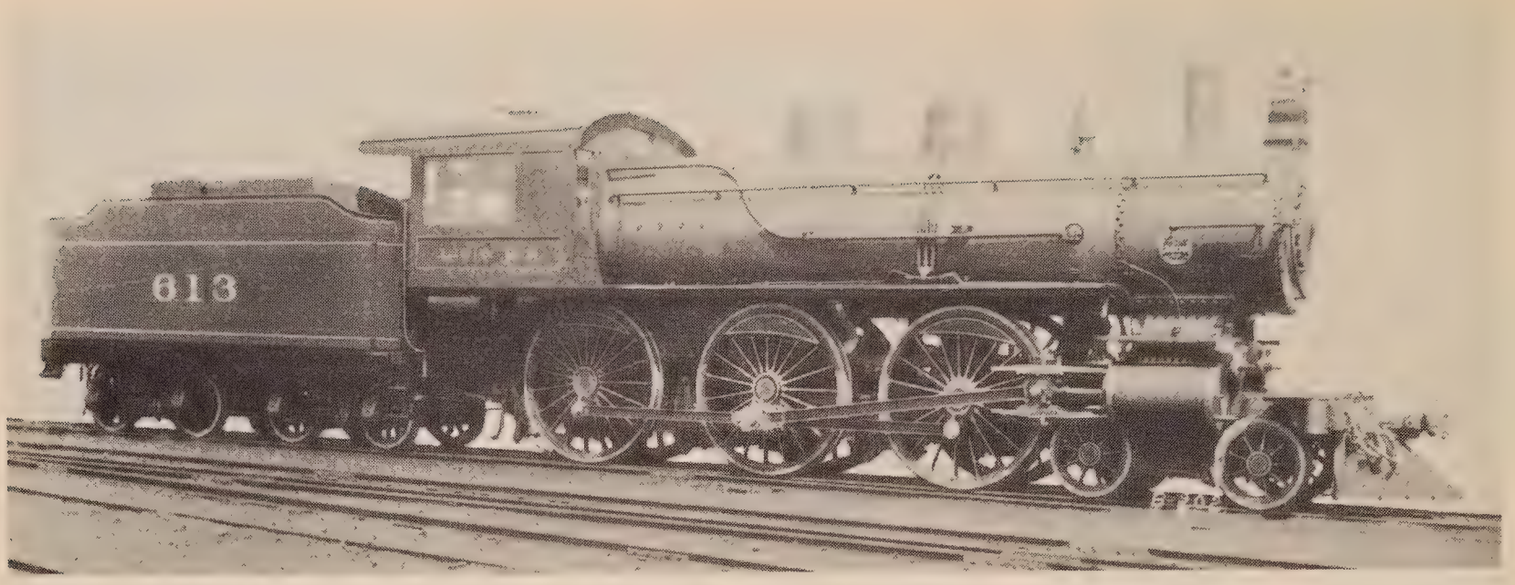
Clinchfield's Old No. 5, Now No. 1 Attraction, by H. Reid, soft cover, 33 pages, 7×10", text matter, photos, diagrams, maps; available at $2.75 from Old Doninion Chapter of NRHS, c/o Miss Connie F. Tibbs, 1840 Shady Grove Rd., Mechanicsville, Va. 23111.

Here is a pleasing pictorial history of a fantrip 4-6-0, billed as America's oldest operating steamer, built in 1883 at the Logansport, Ind., shops of the Columbus, Chicago & Indiana Central. Thanks to Clinchfield general manager Thomas D. Moore, Jr., she enjoys a new lease on life by hauling excursion trains over a normally freight-only line.

Reid tells the story of this ten wheeler and the men who rebuilt and are running her, to the delight of railroad buffs, and adds a few of his own high-quality photos taken in the 1940s of Clinchfield's big steam power on freight and passenger trains. Humorous and heartwarming anecdotes brighten the text, as is the case with his previous books. Like the authors of the other two works I have reviewed this month, H. Reid is one of our magazine's *Interesting Railfans*. He has also contributed good features to *Railroad*. His NRHS publication is a fine souvenir for riders of trains pulled by the One-spot, or for any steam fan. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Loco 0-4-OT No. 2 at the Trains of Yesterday Museum in Hilliard, Fla., likes to have pretty Dixie belle Cheryl Weaver of Jacksonville around on this day in April '72 scene. Vulcan-built in '25, it was an ex-Gulf Power Co. engine.
William T. Morgan, AG3, OA Div., USS Saratoga, CV-60, FPO New York 09501



Lake Shore & Michigan Southern Ry. No. 613 at Brooks Locomotive Works, Dunkirk, N.Y., in 1900; later renumbered 5013.
Collection of C.W. Jernstrom, 822 Pelham Drive, Fort Wayne, Indiana

HOW TO TELL THEM

by Fred Jukes

ONE LAZY summer afternoon in the early eighties your author, who was then a very small boy, sat on a hillside near his home on the Canadian plains, looking expectantly across the valley of the Little Saskatchewan toward a big Indian camp on the far side of the river. He had often done so before, but this day things were different; a lot of men were digging along those distant purplish hills. His daddy had told him they were building a railway.

The old Manitoba & Northwestern (now part of the Canadian Pacific) was reaching out from Portage la Prairie in Manitoba in the general direction of what was then the desolate North West Territories and was coming to town. From that day the boy talked and dreamed of the iron trail. His indulgent dad parted with several hard-earned coins for a rightly-painted cast-iron toy train—an engine, tender, and three coaches. Then the trouble started.

A track had to be built. Of course, the stuffy old mid-Victorian type parlor wasn't big enough; so this miniature railroad started from a station near the front door, ran around the house, by the pump and garden, where water-tank and sidings were provided, and eventually off the home place, through cuts and over fills through the valley.

Brush was cut and trimmed to make bridges, the last of which headed straight out from the bluff. This trestle, had it ever been finished, would have been over a mile long and 150 feet high. It didn't get far, possibly six feet; but the construction and operation of this tiny line, which boasted not even wooden rails, marked the beginning in the development of a railroad fan.

How I would run away from home to go and see the trains come in, and stand gazing in rapture at the wonderful steam engines, little diamond-stacked eight-wheelers with such strange words as "Rhode Island" on their cylinders, is too long a story to tell here. However, I soon learned that each different make of locomotive had its own particular earmarks, though to anyone else it was "just another engine."

Within a few years my family moved to the States. There was no *Railroad Magazine* in those days, but when I was fourteen a kindly uncle won my undying esteem with a present of a year's subscription to *The Locomotive Engineer,* which was then (in 1891) published by Sinclair & Hill. Soon the characteristics of the various builders' products became indelibly stamped on my memory—Baldwin, Rogers, Schenectady, Brooks and others—each announceing its birthplace. Some did anyhow.

LATER, even before the advent of the diesel, locomotive works in the United States dwindled to three or four. Around that time, steam motive power was born mostly in the office of the superintendent of motive power, and the design was carried out identically, wherever it happened to be built. During, and prior to, the nineties the contracts for engines of the same general specifications often were let to several different builders, but an engineman of that generation could spot each one of them a quarter of a mile away. He might not know the stroke of his own engine's piston or the diameter of her drivers, but it was a safe bet that he could name her build.

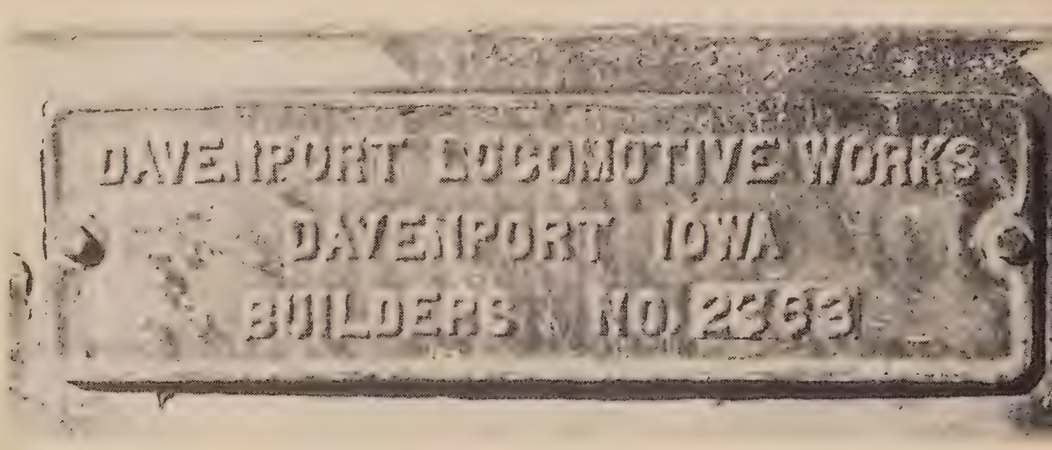
Of the older makes of locomotives, not many could be truthfully described as beautiful. Some undeniably were. What constituted this quality in a steam locomotive may be debatable, but there was never any question as to the beauty of Mason's engines of the seventies and eighties.

No American builder consistently turned out such handsome machines; for William Mason, besides being a mechanic of no mean order, was a born artist. He was an accomplished painter of portraits and landscapes in both watercolors and oil, and when he built engines he made them beautiful for art's sake. From the spacing of the wheels, dome, sandbox, bell and stack, to the smallest detail, his locomotives were proportioned to give a perfection of line

Marks of quality. (Top) A 1934 Westinghouse plate from Midland Continental 65-ton D/E No. 310: Baldwin 1925 from CGW No. 1, 0-6-0; Electro-Motive 1936 from EJ&E No. 206; a Vulcan 1926 eight-ton gas 0-4-0, Arundel Corp. No. 4; GE-Alco 1911 Bush Terminal 40-ton steeple-cab electric; 1926 Alco-Westinghouse electric No. 115 from Virginian; 1931 Midwest Loco Works, Albany Port District 45-ton gas-electric No. 1; GE-Alco-I.R. 1926 for C&NW 300 hp boxcar No. 1001, among others. (Bottom) A Vulcan Iron Works 1922 on EV Ry. No. 2 and loco plate from Davenport Locomotive Works in Iowa.

David H. Hamley, 121 Lacrosse St., Pittsburgh, Pa. 15218

Some of the Locomotive Builders' Plates, Mostly Steam



Exact fiberglas replicas of well-known builders' plates. Pennsy fans will remember the K4s from the Juniata shops, this one being 3669.
Photographs by Don Hillerich

and balance that was a delight to all who set eyes on them. This in spite of the elaborate ornamentation of the day.

At the other end of the scale were some of the Danforth engines. They were just as highly embellished but lacked something. Efficient though they may have been, they looked ungainly. But during the nineties this plant—as did the Cooke works—turned out very handsome power. The same might be said of Brooks. In the earlier years of Brooks locomotive building, apparently little attention was paid to looks, but by the middle and late nineties few builders could excel Brooks when it came to appearance and distinctiveness.

How well I remember that Schenectady, Pittsburgh, and Richmond machines of the nineties were almost uniformly handsome! However, Baldwin, Rogers, and Rhode Island blew both hot and cold, all turning out some fine-looking, some mediocre, and some positively ugly engines. Each make, though, had its own individuality, expressed in such externals as dome- and sandbox-casings, bell stands, stacks headlight brackets, crossheads, wheels, counterbalances, rods, smoke arch fronts, cylinder head covers and pilots. Even the lowly check-valve casing helped proclaim its builder.

Each works had its own builder's number-plate and was proud of it. Baldwin, Brooks, Taunton, Mason, Cooke, Portland, and Dickson adopted the circular shape, Dickson using a flat plate. Schenectady, Rome, Rogers, Hinkley, and Pittsburgh, oblong. Richmond had first a round, then a diamond-shaped plate; Rhode Island and the older Pittsburgh engines wore an unmistakable oval and Grant a square, set cornerwise; while the little machines turned out by Porter always sported a shield.

Different makers proudly used the front end number-plate to cry their wares by casting the works' name around the edge; notably Baldwin, Brooks, Dickson, Manchester, and Schenectady. Those of the latter two showed also the year the engine was built. Cooke, Mason, Norris, Pittsburgh, Rhode Island, Richmond, and some of the later Grants had the works name cast on the side of the cylinders just below the steamchest.

Danforth, Rogers, Dickson, and Rome used a brass plate on the side of the steam-chest, as did M. W. Baldwin prior to 1867, and the Grant Works on some of its earlier engines. The Manchesters which were built when Aretas Blood was superintendent of the works had brass plates on the side of the steam-chests bearing the name "Blood" and were known as "Blood" engines.

In their design of bell frames and yokes, the early builders showed originality. Some of Danforth's were very ornate, while those of Rhode Island, McKay & Aldus, Mason, New Jersey, and Manchester were often extended out to form a support for the hand-rail, and those of Mason and Manchester were quite heavy. Baldwin and others used rather elaborate turned brass columns.

From considerable study and observance of steam power I know, too, that many and varied emblems were placed beneath the running boards, between the driver fenders, of the older eight-wheelers, and to some extent on Moguls and Ten-wheelers. These were intricate scrolls and fancy monograms, with the initials or full names of the building firms. The fact that the designs were changed often, however, makes it difficult to correctly identify them. Mason's emblems were ornate; and for years Rhode Island used a replica of the seal of the home state. The scroll motif was also worked hard in the case of headlight brackets, those of Rogers and Danforth being very elaborate.

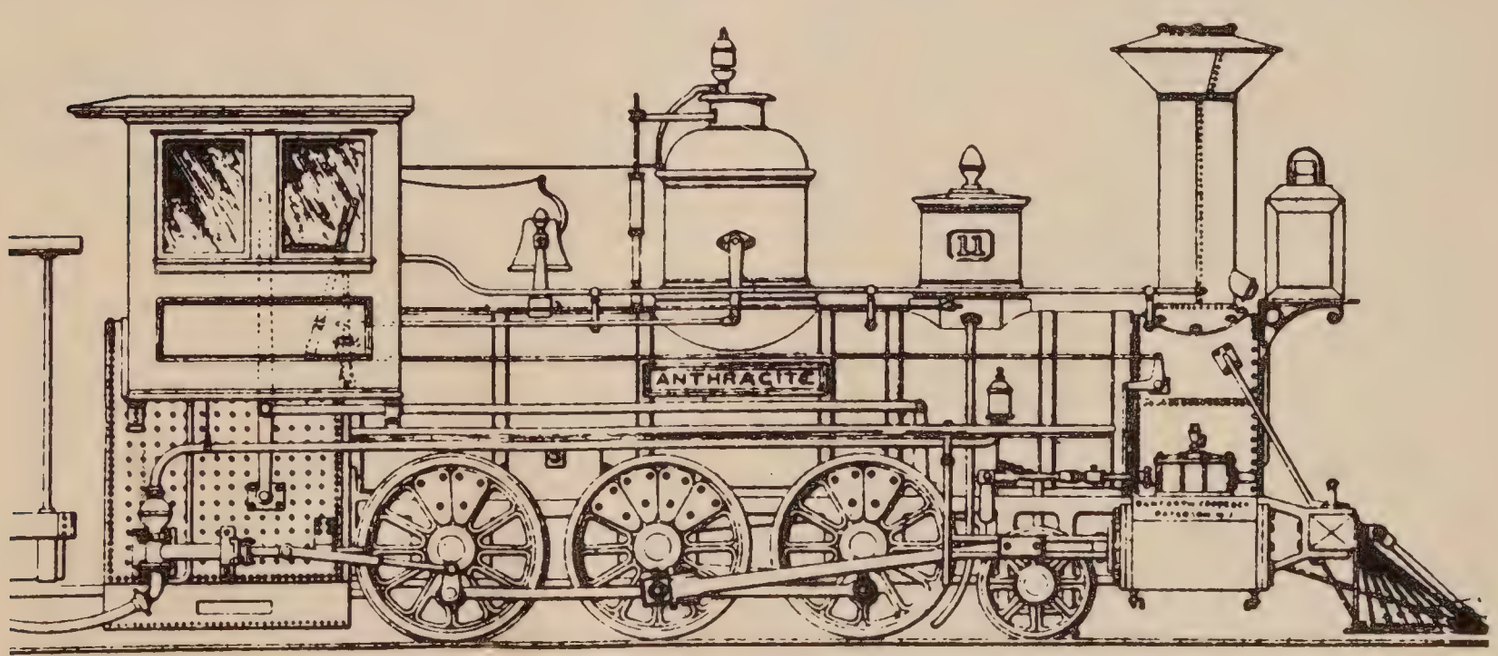
As individual as any makers were the home-built engines of the Pennsylvania, Union Pacific, Central Pacific, Canadian Pacific, etc.; but building their own has never been as popular a practice on American roads as in Great Britain, where each of the larger lines had its own works and turned out distinctive products, even to the paint job. It spelled publicity.

Mason Bogie No. 3 *Torch Lake* now operating daily at the Greenfield Village, Henry Ford Museum, at Dearborn Michigan.
John B. Corns, 226 Locke N.W., Massillon, Ohio 44646

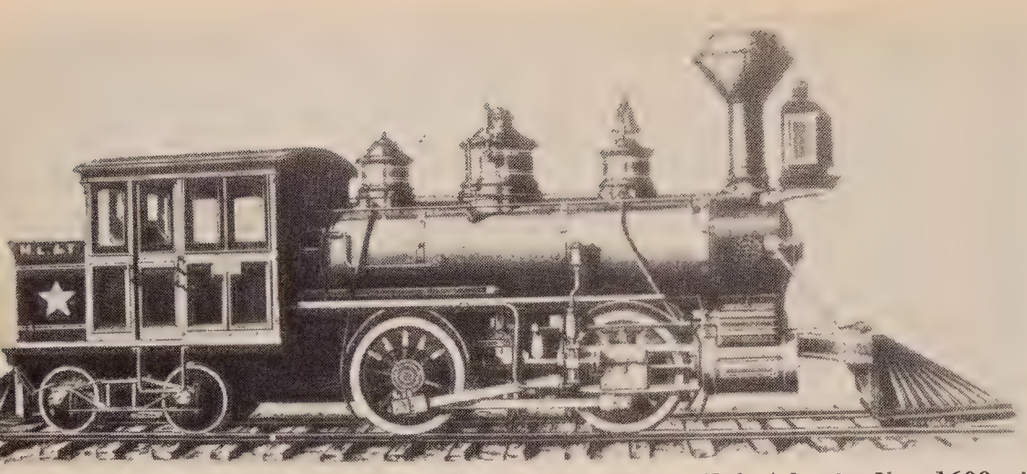
HOW to tell them? Perhaps it's like ships, livestock, pottery, or human beings; you have to be interested enough to observe. The endless details in which one make differed from another would fill a volume, so I will mention only a few of them here. For example, Baldwin's round-topped dome and sandbox were long familiar objects.

During the seventies and eighties all builders used the moulding design with ogee top for dome- and sandbox-casings, but with variations. (Ogee is a double curve, like the letter S, formed by the union of a concave and convex line.) Baldwin, Mason, and Schenectady stuck closer to the classical. Both Rogers and Brooks used fluted, or corrugated, sandbox covers and sometimes dome tops. Rogers often had an octagonal base for both. A number of early McQueens (Schenectady) had smooth English-type dome casings, while the sandboxes were of the conventional ogee type.

In the early eighties the mighty Pennsylvania Railroad, under Theodore N. Ely, turned out some of the finest power of its day. Its Altoona shops built, among many others, the class P Eight-



Delaware, Lackawanna & Western Railroad's first hard-coal burner, No. 11, the *Anthracite*, built in 1854.



A greyhound of many Pennsylvania locomotives, E-6 Atlantic No. 1600, in Feb. 1955 at Camden, N.J. She was one of last 4-4-2's to run in the East.
Don Wood, 29 Mt. Haven Drive, Livingston, N.J.

wheelers which I could have seen everywhere on the system. These showed much of the influence of English design; straight-capped stacks, short front ends, smooth dome casing, skirted driving-wheel covers (which, however, were used as early as 1860 or '61 by Baldwin and others), enclosed sandboxes beneath the running boards, solid end side-rods, and alligator crossheads with two-bar guides.

The Baldwin round-topped dome and sandbox appeared about 1883 and were more numerous than those of any other type. On occasion, other makers used this design. Schenectady adopted the round top, band pattern, during the later eighties, while that of Pittsburgh tended to a smoother outline.

Rogers and Brooks followed somewhat more closely the Baldwin design, though each was easily distinguishable from it. In fact, all builders occasionally deviated from their own house patterns, though the latter naturally cost the purchaser less.

It was the same with stacks. Thousands of Baldwin cap stacks were turned out. They may have varied in size, but the cap and base had the typical Baldwin lines. The Pittsburgh cap stack, however, was more graceful. Capped stacks were first used in the 1860's. In the early 1870's the Pennsy brought out their design of capped stack having a beading at the bottom of the cap. In 1881 the PRR changed the cap's design by omitting the beading. This later stack antedated the Pittsburgh stack, which originated in the 1880's, and also very slightly differed in its proportions of the curves. And in 1885 the PRR stack gave 'way to a tapered or "bootleg" stack but only on the class R freight haulers. It was not changed to tapered design for passenger power until the class P engine of 1894 was built—and the cap stack continued in use on many passenger engines long after this date.

Of diamond stacks the variety was legion. One Union Pacific design was used by Joseph McConnell in 1890 when he ripped the straight stacks and long front ends from all that road's engines. Another big-topped stack was practically universal on earlier Central Pacific, Oregon & California, and Southern Pacific power during the Stevens regime. A. J. Stevens did not hesitate to leave the beaten track when the spirit moved him. Some oldtime Western enginemen still remember his valve motion.

In the matter of guides and crossheads the same differences occur. The old four-bar guide, used mainly on Eight- and Ten-wheelers, is familiar enough to specialists in oldtime motive power to need no mention here; but of the Laird type, each maker produced his own design. By going over your old photos with a small magnifying glass you should be able to see the difference.

The tapering of main-rods has always been a universal practice; but during the nineties and later main-rods on all except the smallest Brooks engines differed from those of other builders in that they were of the same section throughout.

Air pumps sometimes can help you in checking the date of an engine. The long-stroke, or six-inch, pump was patented in 1870. However, you cannot always tell the vintage of an engine by her air pump, for many were built as late as 1886 or '87 with the old "straight" air six-inch pump.

HEADLIGHT bracket designs were as numerous as the locomotive builders. From the high ornament of Danforth and Rogers they ran the scale down to the plain support of Baldwin. Headlights were usually supplied by specialists in that line, Post & Co., Adams & Westlake, Kelly, Star, and others—which explains why some early engines were photographed at the shops without them.

Occasionally you run across pictures of locomotives built during the nineties whose characteristics are likely to lead you astray. For instance, a class of Baldwin Consolidations on the Colorado Midland, built in 1897, were of Schenectady type in every external detail except the maker's plate. Dome, sandbox, cross-heads, rods, and general getup were an exact duplicate of Schenectady practice of the day. To a lesser degree, Cooke designs of the period sometimes resembled Schenectady; while Baldwin, Pittsburgh, Brooks and Rogers engines were easier to distinguish.

Rebuilds make the dyed-in-the-wool collector sit up nights. Thousands of old mills went through the back shops, particularly after wrecks, while other old has-beens on the storage track were requisitioned for cabs, sandbox and dome-casings, stacks, pilots, etc. They came forth as hybrid as a mule and you need the perspicacity of a Sherlock Holmes to play them properly. Of course, if you have access to complete official engine rosters, Sy Reich's or any other dependable rosters, this is not a difficult matter; but in many cases the old records are gone.

During the nineties the Southern Pacific had one of the choicest loco collections in captivity; Eight- and Ten-wheelers of almost every known build, including the company's own, adorned with parts from every other build till only the late Dave Joslyn of the Sacramento Shops could tell you who was what. After E. H. Harriman had gained control of the Associated Lines this condition was gradually eliminated, and Baldwin, American, and Lima engines of the later uniform designs could be identified only by their name-plates.

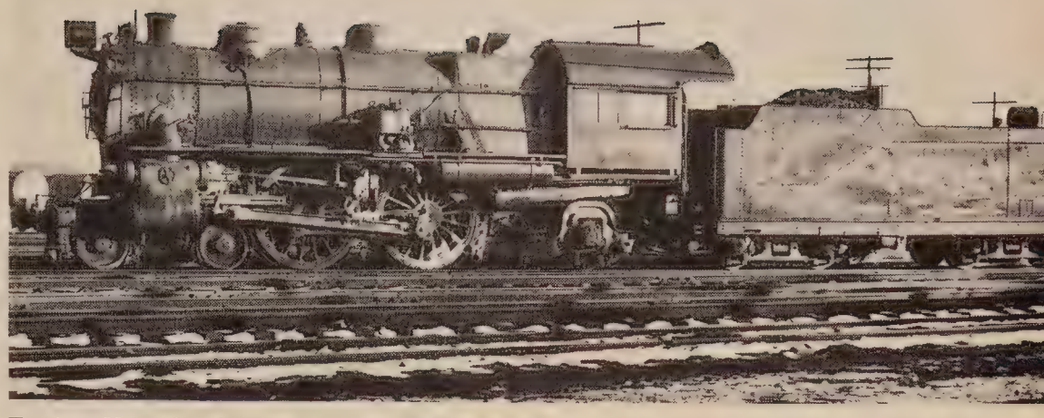
From the welter of earlier design came the Eight-wheeler of the nineties, which was probably as handsome a piece of machinery as has ever burnished steel rails. Nearly all builders produced fine examples, but few surpassed those of William Buchanan, who became superintendent of motive power of the New York Central in 1881. His famous "999," built in 1893, was close to perfection; but an earlier class with smaller drivers was just as handsome:

Even more handsome were Buchanan's engines and T. N. Ely's class P, 1893 and '94, and class L (or D-16a), 1895, of the Pennsy.

Though more powerful 4-4-0's were built in succeeding years, the Buchanans had about reached the limit of their development. Long ago, however, except to an historically minded few, they drifted into the limbo of forgotten lore.

After the first World War, when the demand for scrap took the older iron horses by the hundreds of thousands of tons, individual characteristics soon disappeared. The little engines of yesteryear, beautiful though many of them were, went into the discard, being replaced by fewer and more powerful and efficient steam units and, in time, by usurping diesels.

To many an oldtime steam engineer his engine was like a woman; mayhap uncertain, sometimes beautiful, often dependable, and in some cases just a headache. But he had an abiding affection for her. For the power of today, whose types we have ceased to call by name but refer to by numbers, we may have the greatest of admiration—but what man except a circus giant ever *loved* a big and powerful woman? ●



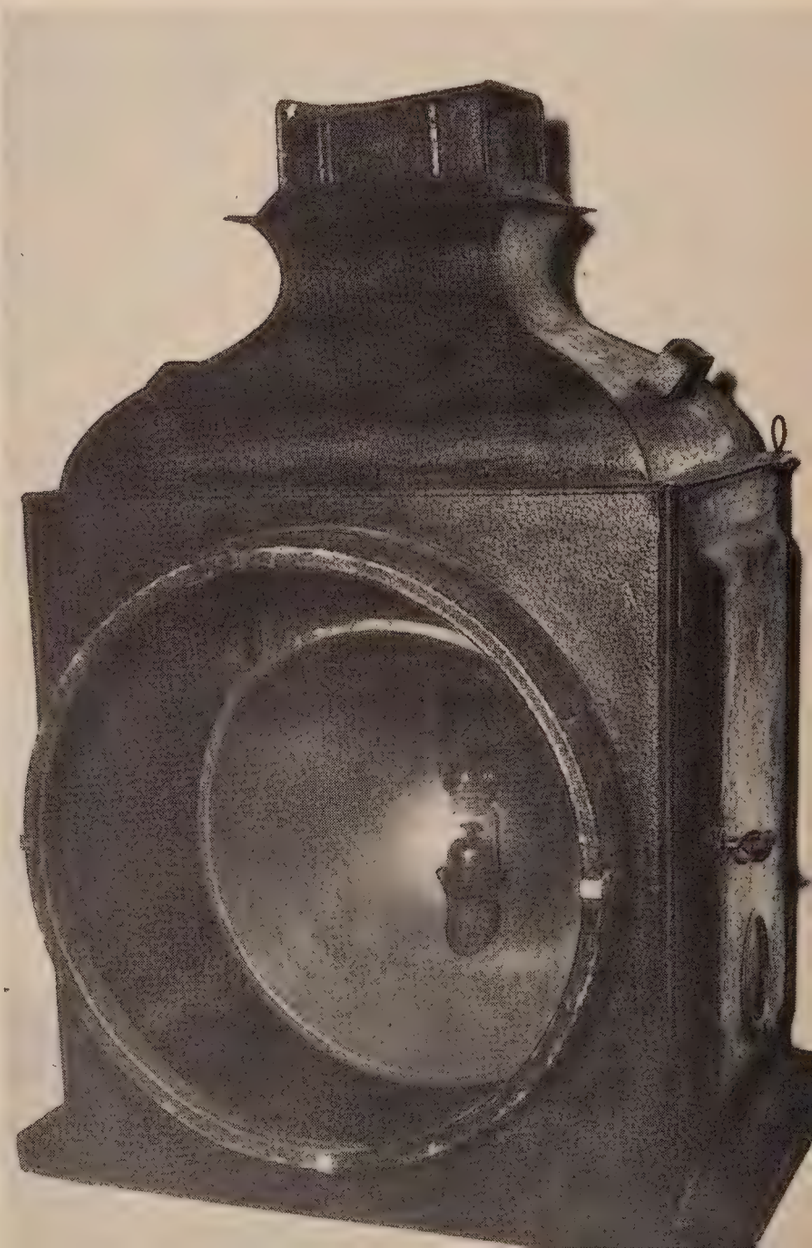
Engine No. 43 of the Louisiana & Texas was a Forney type, vintage of 1879. Her last service was on a New York elevated railroad.

Photo from Canadian National Railways

Oilburning headlight from an old Newfoundland Ry. engine. Casing is huge, but flame wasn't more than candle-light.

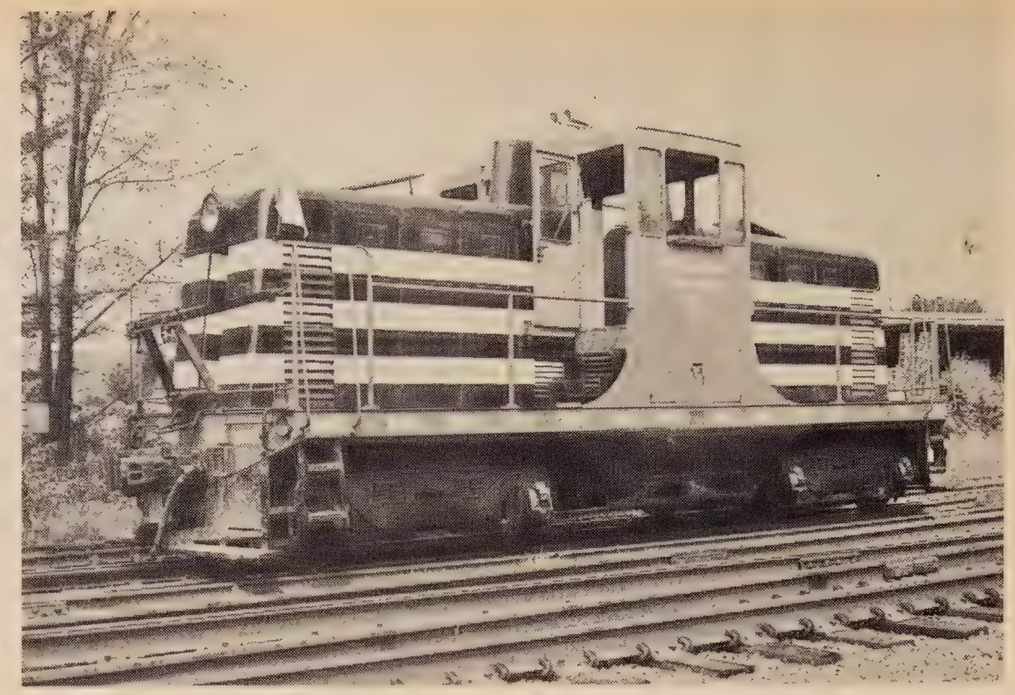
Legend on Pennsy emblem says it all. Anyone know number of last locomotive and whether this bell was on engine?

John B. Corns, 226 Locke N.W., Massillon, Ohio 44646



TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



Springfield Terminal GE 44-ton No. 1 at North Charleston, N.H., in July '72.
Jack Armstrong, 197 North Summer St., Adams, Mass.

NEW HOME for a rare bird: Cadillac & Lake City Railroad has sent No. 25, a Lima 750-hp switcher, to the Whitewater Valley Scenic Railroad at Brookeville, Indiana. The engine was spotted enroute at Indianapolis in late November. The WVSRR is a tourist operation which leases an old 25-mile Penn Central branch from Brookeville to Connersville, Indiana.

In past releases, WVSRR has mentioned options on at least four different steam locos, but evidently opted for ready-to-run 25. This unit was originally Cincinnati Union Terminal 25, built 6/51, one of the only six 750-hp switchers ever built by Lima. Close by (at Armco Steel, Middletown) is a supply of Lima parts and know-how, which hopefully the Whitewater Valley Scenic can draw on. Armco Steel at Middletown and Hamilton, Ohio, operates the largest concentration of Lima power on earth. Lately, the all-Lima roster has been invaded by new EMD SW-1500's.

CP RAIL 4744, the world's only M-640, was reported badly damaged in a wreck and, as I said in September, its future was very much in doubt. But good news comes from Bruce Chapman, 38 Gilchrist Ave., Ottawa 3, Ont., Canada. The 4744 emerged from Angus Shops in October and is back in service between Montreal and Calgary. Ray Corley, 490 Albertus Ave., Peterborough, Ont., Canada, says the unit was not leading, as I had stated, when the accident occurred, but was the trailing loco of a four-unit set. It rolled down the bank and stopped upside down.

BRUCE CHAPMAN says CP's last three FM trainmasters, for years used at the smelter in Trail, B.C., are now in hump service at Alyth Yard at Calgary, Alberta. They work in tandem with chop-nosed GP-9's. They are numbered 8900, 8904, and 8905. A fourth TM, 8903, is stored unserviceable at Calgary and will be retired to the CRHA Museum in Delson, Quebec (just south of Montreal).

In other news of FM power on the CP, the five CPA-16-4 C-Liners are still in operation, while the last CFA-16-4, No. 4081, is stored unserviceable at Angus Shops and is slated to be made soon into a robot (slave unit control car). The H-16-44 road switchers are now down to 26, out of the original 40, due to a fire in the 8602. Nos. 8715-8716 were in the Ottawa area in October on the Speno rail-grinding train; many Ottawa railfans now have photos of them. The train went east to McAdam, N.B., on November 3rd and west to winter storage at Calgary on November 11th.

EMPLOYEE-OWNED and prosperous Chicago & North Western, after buying C-628's, and C-630's from Norfolk & Western, now has on order fifty EMD SD-40-2's costing $18,690,000, according to the Oelwein (Ia.) *Daily Register*. Delivery of the new power by April will boost C&NW's roster by 111 units since the line became employee owned. The Oelwein Shops' rebuilding program also is in full swing: since 1971 it has turned out 118 rebuilds and expects to complete 57 more in 1974. Our thanks to E. B. Kramer, 420 77th St. S.W., Oelwein, Iowa, for this news.

L&N HAS JUST bought 40 new diesel locos for $12,750,000, including 20 six-axle type SD40 units from GM and 20 four-axle U23B units from GE. Delivery is scheduled to begin in February.

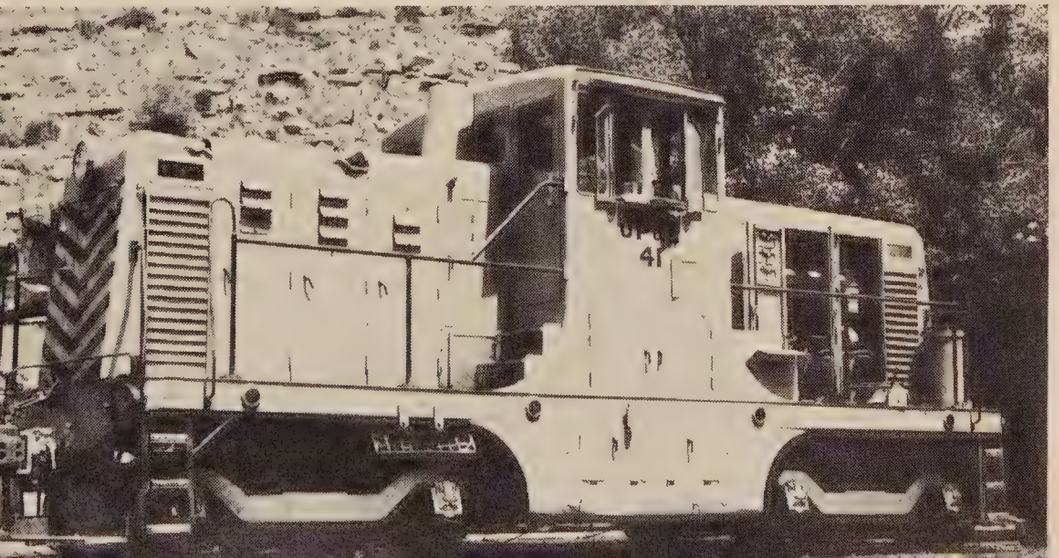
CHINA is placing locomotive orders with European builders. Germany will supply 36 diesels, France 40 electrics.

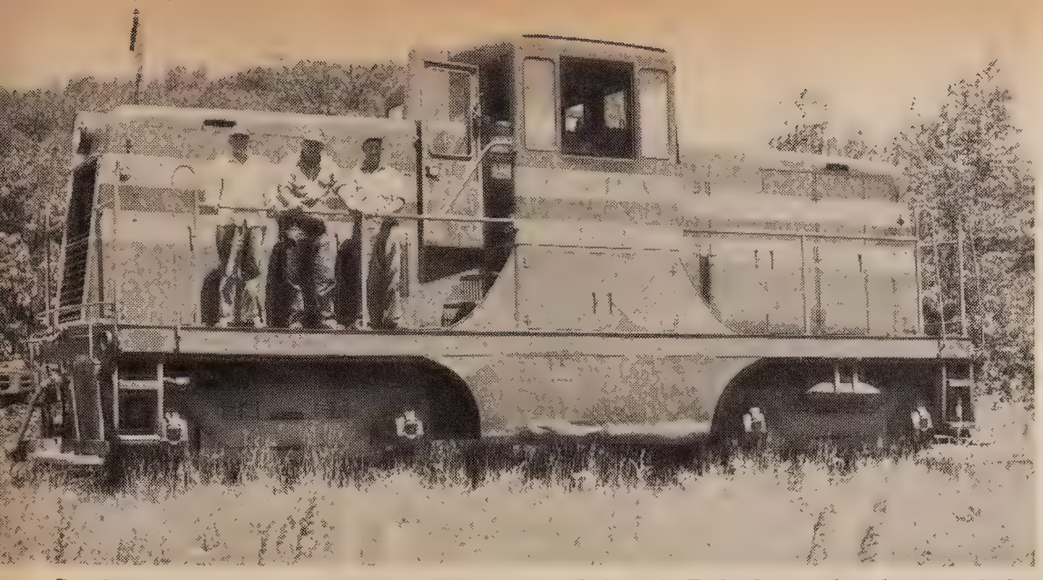
ELWIN K. HEATH of Barre, Vt., agrees with me that Duluth, Winnipeg & Pacific RS-11's 3609-3614 did, indeed, see service on the Central Vermont from 1967 to 1968, when they were returned to DW&P. He says they were not satisfactory when used in multiple with the CV and Grand Trunk GP-9's. Today, DW&P fields an all-Alco roster as well as an all-RS-11 list, having 3600-3614 as their only power.

I LEARNED from Jim O'Dell, a Hamilton, Ohio, railfan and close friend

H.N. Proctor Collection

Utah Power & Light No. 41 shows the operation of the manual vents called "buttonholes." She also carries specially-added side numberboards, although not in use when photo was taken. She is ex-Denver & Rio Grande Western 14.





Coudersport & Port Allegheny R.R. (now defunct) D-2 shows the design of the majority of 44-tonners built. Loco was at Coudersport, Pa., July 30, 1963.
H.N. Proctor Collection

of mine, that seven of the ten Alco C-430's on the Penn Central at Mingo Junction, Ohio, 2050-59, are used on mill switching, hump and yard work, and mine runs. They very seldom see mainline service because they lack cab signals.

KENTUCKY RAILWAY MUSEUM has been working hard to recondition its ex-Monon EMD BL-2, No. 32. With lots of help from the Louisville & Nashville, this rare diesel will be operational again.

OLD No. 100 of the Minneapolis, Anoka & Cuyuna Range is running again. It's been the property of the Minnesota Transportation Museum since Burlington Northern donated it in the late sixties. I got this news from A. T. Hennek, 308 W. Ferndale, Wayzata, Minn. 55391, in the form of a note from the Nov.-Dec. '73 *Minnegazette*, the museum's official publication.

Bob Renz, the MTM master mechanic, has succeeded in restoring this 60-year-old loco to service. Originally built by GE in 1913 as a gas-electric locomotive for Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. ("Dan Patch Line"), No. 100 was the second internal-combustion locomotive with an electric transmission to be built in this country. Dan Patch Line, which liked the gas-electric GE passenger cars it operated, evidently thought the same principle could work in a locomotive, and thus a classic was born.

No. 100 was sold in 1917 to Central Warehouse Co. of Minneapolis, an electrified switching road, which converted it to straight electric trolley operation. Finally, in 1922 it went to the Minneapolis, Anoka & Cuyuna Range. The latter was electrified, too, at that time; but in 1954 its wires came down and No. 100 was rebuilt with a "diesel generating set installed in the cab," according to a *Trains* writer.

Now for a problem. Mr. Hennek's letter says the "engine" in No. 100 is not a diesel. To get this straight, will someone at the Minnesota Transportation Museum please clarify? What kind of engine is in the 100?

OTHER Minnesota news: Mr. Hennek says the Minneapolis, Northfield & Southern (the modern remainder of the Dan Patch Line) still operates Baldwin DT-6-6-2000 center-cab No. 21, while keeping the 23 stored unserviceable and boarded up. Also, Burlington Northern EMD NW-5 No. 986 was spotted on the Hutchinson, Minn. run and is still the only BN NW-5 flaunting Great Northern orange; all others have been repainted to BN green.

BALDWIN FANS will like the following: Trona Railroad has sold DT-6-6-2000's Nos. 50-51 to Peabody Coal Co. for service. They will be used at Lenzburg, Ill., in mine switching service. Thus there are still three of these center-cab monsters alive as originally built: Peabody 50-51 and MN&S 21. Peabody is a veritable diesel museum in operation: they have some ex-B&O AS-16's, ex-CUT Lima 750's, lots of Alco RS-2's and 3's, and now the two big fellows.

DURHAM & SOUTHERN has sold Baldwin DRS-4-4-15's Nos. 362-364 to the Rail-to-Water Transfer Co. of Chicago, an operation which loads lake boats with car dumpers. And Union Pacific has sold its first five Alco C-630's, Nos. 2900-04, to the Duluth, Missabe & Iron Range. Whether DMIR will actually use them or lease them out to a Canadian carrier is not clear.

QUERY from Alan Oxley, 138 Stockbridge, #1, Kalamazoo, Mich.: "What about the rumor of resumed production of FM locomotives?" All I know is that Colt Industries (FM's new name) has sold its Beloit, Wisc., plant.

The 44-Tonners

RAIL LABOR and management signed an agreement in 1967 aimed at protecting firemen's jobs on diesel locomotives. One important facet of this pact was the "90,000-pound" rule, which set the limits of size for one-man operation. No locomotive weighing over 90,000 lbs. could be run without a "fireman." This gave rise to an interesting little diesel, the 44-tonner. Weight, in working order (fueled, with sand, etc.) was 89,000 lbs.—the utmost weight permitted by the rule.

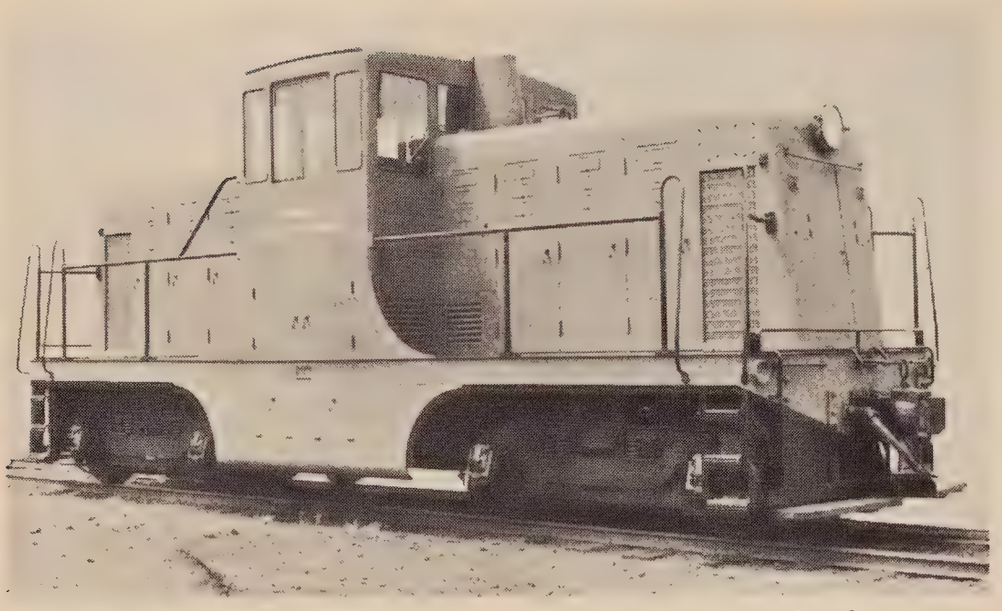
Suddenly, in 1969, these "vest pocket" switchers began appearing on big roads and small, replacing steam on weak branches, light-railed short lines, in shops, and on tight industrial trackage. The most obvious feature of a 44-tonner is the centered cab. This gave rise to the popular misconception that every small center-cab, two-truck switcher was a "GE 44-tonner."

Five builders produced 44-tonners: GE, Vulcan, Whitcomb, Davenport-Besler, and Porter. While all models show similar characteristics, are powered by the same engines, and carry four traction motors, there are many variations. This month we'll examine the GE 44-tonners, by far the most successful and easily the most popular, with 362 units built between 8/1940 and 1956.

GE used no model number or specification on these engines, but sold them by weight, as "44-tonner." To differentiate between other 44-ton units built for industrial use and vastly different, the term "railroad-style 44-tonner" is often used in describing them. General characteristics include: short length (33'5" over knuckles), low hoods spliced by a centered cab, maximum height 13'2", two stacks, one on each side of the cab, flush with the cab ends and centered on the hood top, a deeply-curved "skirt" under the cab which hides the battery-box and fuel tank, welded underframe, and two four-wheeled, GE-fabricated switcher trucks, carrying four GE traction motors.

The big, rounded-corner cab sports four rectangular windows on each side and four square windows at front and rear. Some GE 44-tonners are equipped with multiple-unit control, the MU receptables appearing on the ends of the hoods, level with the headlight. Notable operators of MU'd General Electric 44-tonners include Fernwood, Columbia & Gulf (which GE used as advertising fodder) and Mississippi Export Railroad.

Heavier engines of 65 and 80 tons are similar except for length. A good way to separate the 44-tonner from most other models is to watch the handrails. A 44-tonner has no room at the



Kentucky Ordnance Works No. 1 works at Kevil, Ky., in the far western part of state. Builder's photo at GE shows "buttonholes." Loco was built in 1942.
Collection of Jim Edmonston

ends for a walkway, or "porch"; so the handrails do not extend across the front of the hoods. There are exceptions; notably the 1940-style industrial 65-tonners, heavier only by means of a thicker underframe, and six units ballasted to 50 tons in the same manner. After 1940, the 65-tonner became longer, with full porches and handrails to match.

The first 44-tonner ever built was a Davenport-Besler, which became Rock Island 351. It was delivered in February, 1939. General Electric sold their first unit to CB&Q, their 9103, in August 1940. The last GE 44-tonner sold was Dansville & Mount Morris No. 1, in 1956. During those 16 years the 44-tonner changed but little, attesting to its good design, but there were a few visible differences.

From the first unit in 1940 until 1942, GE's 44-tonners had round headlights and flat blank ends and long vertical grills at the corners of each hood. They also had a set of 12 manually-operated side vents on the sides of each hood, opened by means of a round knob. Railfans called these "buttonholes," for lack of a better name. To get the degree of air circulation which he thought the engine should have, the operator merely opened or closed these vents as he saw fit. There were also four separate hood-inspection doors with drop latches on each hood. These "buttonholes" were set in the doors.

A second variation, after 1942, did away with the "buttonholes" and moved the long side radiator grills to the ends of the hoods. Also, a very small air-intake opening was provided at the extreme top edge of the hoods, over the first inspection door. These intakes vary in size from rectangular to almost square. Evidently the air circulation problems were better handled with the automatic shutter arrangement on the front grills than the old manual-vent idea.

The last units showed the move to rectangular sealed-beam headlight mountings and GE's "beaded outline" inspection doors. The Dansville & Mount Morris No. 1 as pictured in *Diesel Spotter's Guide II*, page GE-157, shows another change. Evidently the small air intake vent appeared on the left side of the hood, one in front, the other in back. Of course, railroad-style changes are found: stack modifications, headlight shields, number boards, etc. I might add that the best way to check on a unit you might suspect is a GE 44-tonner is simply read the builder's plate, found on the frame under the cab. The first information you will note will read "88/88", which means "weight 88,000 lbs.; weight on drivers 88,000 lbs."

Most GE 44-tonners were sold to common carrier railroads. The industrial versions, not governed by the "90,000-pound rule," were heavier (mostly 45-tonners, 65-tonners, some 80-tonners). Many had only two traction motors, transferring power to the second axle by means of chains or side rods. However, some "railroad-style" 44-tonners did, of course, end up as industrial switchers. Most of these were powered by two eight-cylinder Caterpillar D-17000 diesels, one under each hood. Rated from 380 to 400 hp.

Diesel Spotter's Guide II mentions that 23 of them had different engines: these included the Hercules DFXD and the BUDA 6DH1742, while the last four 44-tonners built got the new Caterpillar D342. Those with the Buda hogs were A&EC 6 and 7, Duluth Union Depot & Transfer No. 5, and 7 for the U.S. Government. The Government units were rated at 410 hp, the most of any GE 44-tonners. Units with Hercules engines were MP 800-801 and 811-815, and Chattanooga Traction Co. 1 and 2.

Major railroads using the GE 44-tonner are numerous, although most of them had two or three for special areas. Baltimore & Ohio operates two in Baltimore (or did, at last report) to switch the tight curves along the Pratt Street waterfront. These replaced the country's most famous steam switcher, the 0-4-0T saddletank *Docksides*.

The Virginian's 44-tonner kept the road from being all-FM in its last days. Western Maryland had two, both used originally out of Port Covington yard, Baltimore, where they would ride a ferry across Baltimore Harbor to work disconnected track on Curtis Bay and Cabin Creek. The Southern had six, one of which I saw working at Somerset, Ky., in 1961.

Pennsy had 46 of them, the biggest concentration, both with and without MU jacks. A large group were sold to Striegel Marine & Supply of Baltimore, which rebuilt some and leased them out. One is on Strasburg Rail Road. The Pennsy's 9353 was renumbered 9999 and leased to Union Transport of Egypt, N.J., where it replaced the last active PRR steamer, a B-6sb 0-6-0. The loco was repainted PC 9999, and was returned when UT went out of the rail business. Where is 9999 today? All others were off the property by 1966, never seeing the PC merger. PRR used these little fellows for light work on branch lines, work trains, switching Altoona Shops, and other curve switching.

The short lines, though, made the best use of the 44-tonners, until the advent of the end-cab 70-tonners eclipsed their popularity. A complete roster, with an in-depth look at all design changes, will appear shortly in *Extra 2200 South*. So when you spot a small center-cab switcher, remember two things: Not all center-cabs are 44-tonners and not all 44-tonners are General Electrics.

Fuel-Energy Crisis

DESPITE a serious shortage of passenger cars, Amtrak is booming in these days of fuel shortage. It has increased its orders both for new SDP-40F's from EMD and E60CP's (straight electrics) from General Electric, plus rebuilding four ex-Penn Central GG-1's. Also, Amtrak is reported to be scouring the Continental Passenger Car list (U.S., Mexico, and Canada) for available cars. Local TV news reports say Amtrak received about 26,000 calls (nation-wide) for Thanksgiving reservations as opposed to 14,000 last year.

The fuel crunch, contrived or not, is beginning to make the public realize

Santa Fe No. 463 has been fitted with stack extensions at Calwa, Calif.
Photo by R. U. Dodge, X2200 South

just how dependent we as a nation depend on the diesel engine, the jet engine, and the automobile, not to mention the railroads. Already airlines are cutting service sharply. Truckers across the country are searching for fuel and running scared. The big common carriers are not yet that desperate, but the private haulers and the "gypsies" are going to find week-end running very risky. Can you imagine a fellow hauling a load of frozen orange juice from Florida and running out of fuel in North Carolina, where he is forced to watch his refrigeration equipment fail for lack of fuel and the load start to melt?

A timely accessory for diesel-powered transport refrigeration units manufactured by Thermo King Corp. is the Fuel Economizer switch which keeps the unit cycling in low speed cool and heat after the proper temperature setting has been reached. This is an inexpensive optional part that can be promptly and efficiently installed by factory-authorized dealers. It is available with new unit purchases, and also conveniently adaptable to existing diesel units.

Those of us who have watched the trucks and airlines grab profitable hauls from the railroads can hardly stifle our glee. But wait! In today's business climate, the failure or problems in one mode of transportation almost inevitably reflect problems on the others, so interconnected they are—especially trains and trucks, and the huge automotive industry.

A Jersey Central press release points out that a recent analysis of fuel consumption figures and passenger revenues showed that for every gallon of fuel CNJ burned, it generated 56 passenger miles; or the equivalent of carrying one person 56 miles—56 miles to the gallon, in automotive terms. CNJ also points out that even with this high

Photograph by B. Thomas Walsh

Steam is used at Ingenio El Bau (Guatemala) only when the railroad's single Ruston diesel has to go to the shops.

General Motors built four of these diesels in 1958. This one was scrapped after a wreck. Each one has 1200 hp. The others are 1801, 1802, and 1803.
Kenneth S. Macdonald P.O. Box 773, Fredericton, N.B., Canada

utilization, seats were available on certain (read *off-peak*) trains. The message is clear: use public transportation a great deal more.

Perhaps this fuel fiasco will spur the electrification of heavy-duty lines along, which I think is needed. Also, with fewer motor vehicles on the road and less speed, there are already drops in the highway death toll.

Only 90 percent of our locomotives burn diesel fuel. Stephen Ailes, president of the Association of American Railroads, urges mandatory production controls that favor fuels for essential needs.

"There is not now enough diesel fuel available to meet industry requirements," he says. "Should it develop that railroads cannot secure enough fuel to meet their full needs, then some services could not be performed. The impact of this would be felt across the country." Estimating that railway diesel consumption in 1973 about 104 million barrels, he points out that a 1 percent increase in distillate production would take care of those needs. "There is no joy-riding on diesel fuel," he adds.

Send diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

Photograph by Wayne Bridges, Delavan, Illinois

Framed by a catalpa tree, Amtrak's *Abraham Lincoln*, going to Chicago and Milwaukee, arrives at Lincoln, Ill., depot of Illinois Central Gulf. *Turboliner* has since replaced this train.

Hetch Hetchy No. 6, after years of service for Pickering Lumber Co., is on display at Yosemite Park Transportation Museum. Pictured here in October '73, the engine and other artifacts at the Museum show lack of care and attention.
Photograph by Ted Wurm

San Francisco's Own Railroad

by TED WURM

Author of book, "Hetch Hetchy and Its Dam Railroad," reviewed in our January issue.

A 68-MILE railroad in the rugged Sierra Nevadas of eastern California, the Hetch Hetchy, was in a class by itself, having been built, owned, and operated by the City and County of San Francisco. It may have been the longest steam common carrier ever run by any city. In its last years, at least, it was one of America's longest and highest industrial railroads.

You may be wondering why a municipality built a railroad. Well, it was because of a fresh water and power project. Construction started in 1916, the tracks branching off from Sierra Railway at a place named Hetch Hetchy Junction, 900 feet above sea level. The line climbed over low foothills, then dropped into Tuolumne River Canyon at elevation 600. From that point it ran uphill for 55 miles, alongside the river for several miles, and then up onto a mountain ridge between the Tuolumne and Merced rivers.

Emergence from the canyon involved a climb of 13 miles to gain 2400 feet of elevation. This was at a constant grade of nearly 4 percent, compensated for the many sharp curves. Highest point on the line was Poopenaut at milepost 62, elevation 5064 feet. From there it ran downgrade for the last five miles to the terminus at Hetch Hetchy Valley, where a dam formed a reservoir.

Built to haul workmen, supplies, building materials, and camp components, it was not intended to make money. But it offered a considerable saving per ton-mile over haulage on narrow dirt roads impassable in winter. Its major traffic was bulk cement, of which ten carloads daily had to be delivered to Damsite station during the nearly two years of intensive dam construction. Then came trains of cement to line the record-breaking tunnels that would carry fresh water to thirsty San Francisco. Outgoing freight included the products of two large sawmills and some carloads of gold and silver ore still being mined in that region.

Steam locos hauled freight trains that seldom ran all the way through. Usually a Mikado would hustle eight or ten cars the first twelve miles to the bottom of long Priest Hill. Taking three or four of the loads, she would then climb the next 15 miles to Groveland, the operational center, leaving an accumulation of cement cars at the bottom of the grade.

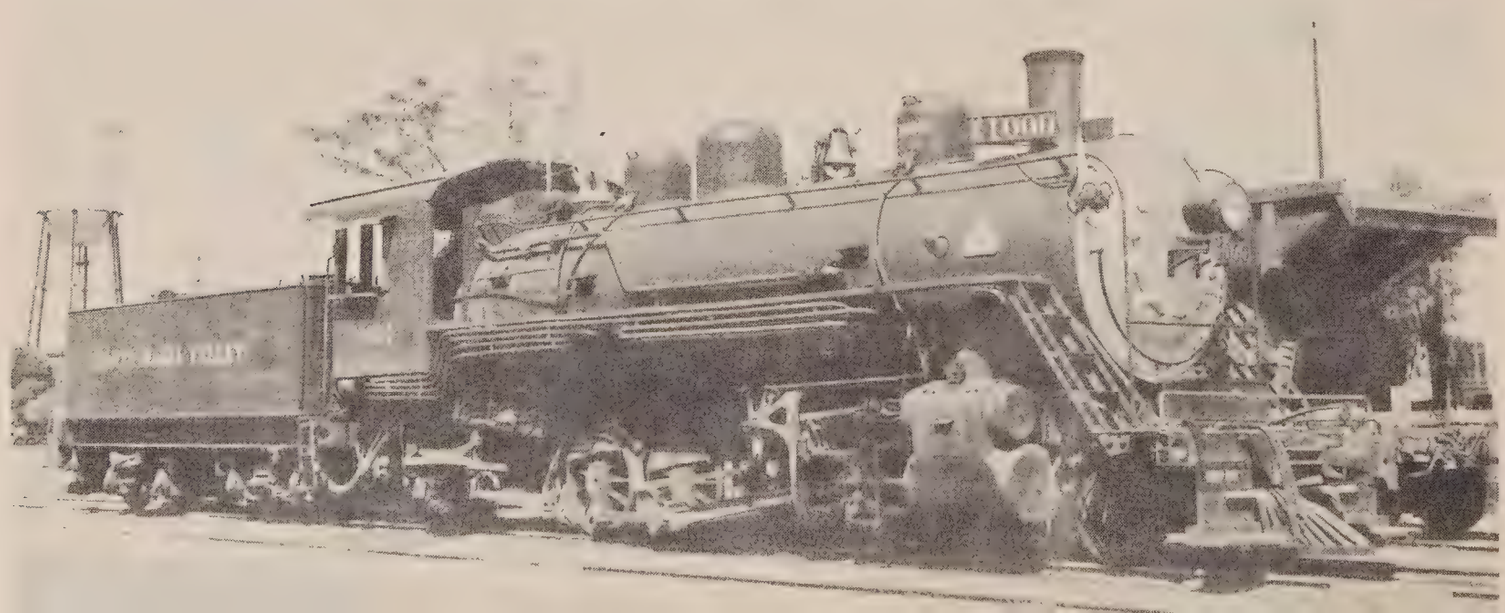
No. 6, a big Shay, made two round trips each day, down the mountain and

Mikado No. 4 on extra freight in Buck Meadows on road in 1922. Along with No. 2, she is at Traveltown, Los Angeles.
Collection of Ted Wurm

Heisler No. 2 of HH in service in 1922. Not camera-shy is hoghead, little Joe Marshall, and tallowpot, H. Bernhard
Collection of Louis L. Stein, Jr.

Doug Richter, 1659 Kains Ave., San Bruno, Calif. 94066

Hetch Hetchy No. 4 was sold to Newaukum Valley R.R. and as No. 1000 of Santa Maria Valley before going to Traveltown.



Ex-HH No. 5, seen here as Weyerhauser Timber Co. 100, in standby service at Springfield, Ore., in '61 with old hack.
Photograph by Ted Wurm

back up, bringing four or five loads at a time up to the Groveland yard. Beyond this point, one of the road's 2-8-2's would complete the run to Damsite with eight or ten loads. A daily steam passenger train, sometimes mixed, ran the length of the line during the first years of service. When highway competition developed, railcars known as track buses replaced the passenger train.

There were five such buses, all powered by White motors, and one exclusively for freight, express, and mail. The bulk of small shipments of freight and camp supplies was carried by a small fleet of "track trucks"—Packards and Pierce Arrows—with various types of bodies, depending upon the goods hauled. At times even the track speeders, normally used for maintenance, got into extra train service, picking up VIP passengers, delivering sacked mail, and distributing Thanksgiving turkeys to construction camps along the line.

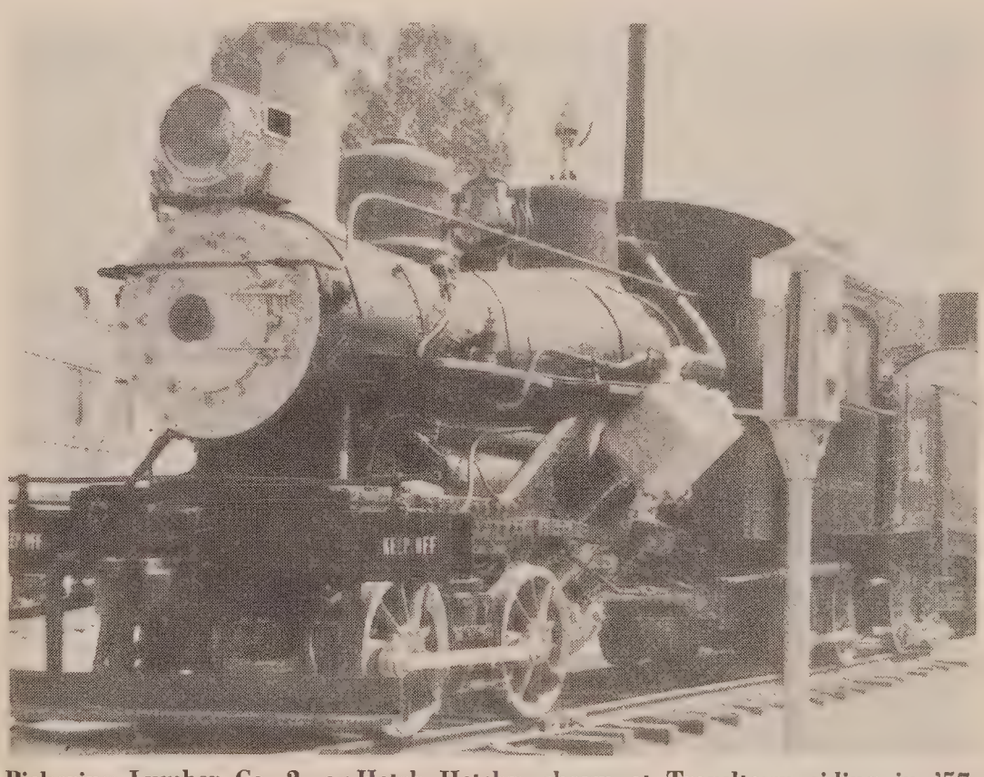
In March 1925, after much construction had been completed on the water project's Mountain Division, the railroad gave up its common-carrier status and its steam trains. The locomotives were sold to various western short lines and logging operations. The gasoline rigs kept running as supply trucks and for power-line maintenance, especially in winter when snow blocked the highways. Three light Plymouth gasoline locos handled such service as hauling an occasional car of parts and the homemade rotary snowplow.

In the mid-thirties, when O'Shaughnessy Dam was given additional height, the tracks were rehabilitated for steam train service again. This time the neighboring Sierra Railroad hauled cement trains—all the way through and back the same day—double heading and tripleheading when necessary and taking about twelve hours for a round trip. This business, coming in mid-Depression, kept the Sierra going until the sawmills reopened. Thus it survived to become the great tourist movie, and TV operation we know today.

Finally in 1949, Hetch Hetchy's tracks were removed. It is interesting to note that four of their six steam locomotives, which had been sold mainly in the twenties, have been preserved and are on display. This is a record that probably no railroad owning more than five engines can beat.

The Hetchy's 1 and 2 were Heislers. The 2-spot is kept at Traveltown in Los Angeles, after having also served Pickering Lumber Co. for many years. Engines 3 and 4 were Mikados. No. 3 went to the California & Oregon Coast Railroad, where she was eventually scrapped, while the 4 served as No. 1000 on the Newaukum Valley and Santa Maria Valley railroads. She, too, is now kept at Traveltown.

Weyerhaeuser Timber Co. bought No. 5, a neat 2-6-2, and operated her into the early 1960s. She is permanently on view at Sutherlin, Oregon, bearing the number 100. As for Shay No. 6, she served the Pickering Lumber Company near Sonora, California, and in 1960 was presented to the National Park Service. Today you can see her at Yosemite Park's transportation museum in El Portal.



Pickering Lumber Co. 2, ex-Hetch Hetchy, shown at Traveltown siding in '57.
Photograph by Mike Wurm

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***In the steam era, when a loco increaesd her speed, was her tractive force lessened?***

Yes. At low speeds, steam was admitted during the full stroke; but, due to the limited size of locomotive boilers, cutoff took place earlier in the stroke as the speed advanced. That is why, if you were a steam engineer, you hooked up your reverse lever as the train gained speed. Since less steam entered the cylinders, less tractive force obviously was exerted. An engine which exerted 50,000 pounds of t.f. in starting put forth about 25,000 pounds at 30 miles per hour and about 10,000 pounds at 60 mph. Theoretically, a locomotive could never go so fast that it would cease to exert any tractive force at all, although it might have come very close to that state. Actually, no steamer could ever have run that fast.

2 ***Where did the Northern Dakota Railway operate?***

Incorporated in 1907, it ran between Edinburg, where it connected with the Great Northern, at Concrete, N.D. Just before it folded in 1919 it had one loco, one coach, and two freight cars.

3 ***I'm a Missouri Pacific brakeman. Will railroad managements pay the difference between the former employe railroad-retirement tax rate and the new reduced employe rate?***

Yes. While your retirement taxes are reduced from 10.6 percent to 5.85 (the Social Security rate), the employer tax increases from 10.6 percent to 15.35. These rates apply to earnings up to $900 per month last year and up to $1,050 per month in 1974. This tax change became effective last October.

4 ***What can you tell me about the first circus train?***

Before 1856 all circuses were small one-ring affairs that moved by wagons over dirt roads. They often bogged down in thick mud and at times found that a bridge they were supposed to cross had been burned by some rival show.

The first pioneer in transporting a circus by rail was Dr. Gilbert A. Spaulding, a New Albany, Ind., druggist and part owner of the Spaulding & Rogers show. After operating a circus boat, *The Floating Palace*, up and down the Ohio and Missouri rivers, Spaulding made a bold decision. He rented railway cars, loaded his entire show on them, and hopefully set off on a new adventure.

There were no Pullmans in those days, 1856, nor standard-gage tracks. The show people took planks into the coaches, laid them across the seats, and slept on them. Their slumber was broken two or three times a night. Usually when the train reached a junction point the gage changed and they had to unload the circus and load it onto the cars of another railroad. Which was rather exhausting, to say the least.

Thus Spaulding's venture proved to be a nightmare, but it made history. Ten years later another daring showman, L.B. Lentz, planned a railroad route for his New York Circus that would avoid frequent changes of gage. He advertised it as the "First summer tour per railway to a few of the principal cities and towns in the State of New York," and in 1867 his ads boasted of the "Second triumphal tour by rail."

The ice having been broken, other shows took to the iron trail. The first one to travel by rail to California was the great W.W. Cole show, in 1873, around which time John H. Murray's Railroad Circus astounded New England and Canada's maritime provinces.

Not until 1887 did a railroad show, Howe's London Circus, tour Mexico. The longest circus rail jump on record, 2,200 miles through Canada from Halifax to Winnipeg, was made by W.H. Harris Nickel Plate Circus. These facts were supplied by Freeman Hubbard, who is a circus historian.

5 ***Was electric traction tried first in the U.S. or elsewhere?***

There is considerable argument as to whether it was started here or in Germany. Both countries had electric equipment in service in about 1879 or 1880. But as far back as 1847 Prof. Moses G. Farmer, a Vermont Yankee, built the first electric locomotive. It operated on rails at Dover, N.H., and could haul a four-passenger car. Current was furnished by batteries, first carried on the loco, that were clustered in a plant beside the track. Even before Farmer's engine, Thomas Davenport, a blacksmith from Brandon, Vt., built a small model electric loco which ran around a circular track.

6 ***Where are Burlington Northern's hump yards located?***

They are at Chicago; Galesburg, Ill.; Kansas City; Lincoln, Nebr.; Minot, N.D.; Missoula, Mont.; Pasco, and Seattle, Wash. The Northtown yard, now being built at Minneapolis, will be the largest on the system. A few tracks have been put in at the site of the projected Hauser hump yard, just east of Spokane, to relieve the pressure on existing Spokane facilities. However, the Hauser project is now being re-evaluated in light of the possible inclusion of Milwaukee Road into the BN system.

7 ***Did the Central Vermont and Grand Trunk Western transfer locomotives to Canadian National in the early 1940's?***

They did indeed. CV 502, 503, 505, and 506 became CN 8296, 8297, 8298, and 8299. Of the 0-8-0 type, their classes remained P-1-a. GTW engines that went to Canadian National were 4-8-4's 6300 through 6311, class U-3-a; 0-8-0's 8224, 8225 (P-4-d); 8321, 8323, 8325 (P-5-c); and 8342, 8346 (P-5-e). All Grand Trunk Western power retained the original numbers and classes.

8 ***Words, please to an old poem, "On A Night Like This."***

Day crews going, night men showing,
Six p.m. and still a-snowing,
With a forty-miler blowing
And a drag on every track.
Chains clinking, switch lamps blinking
Like a flock of dragons winking.
Boy! It's then you start a-thinking
Of the old pot-belly in the shack.

Blowers howling, hogheads scrowling,
With their torch and oil cans prowling,
While the dinger starts a-growling
"Get those engines off the spot!"

Frozen faces feel that twister
As it separates each whisker,
Every hour grows brisker
Tieing traffic in a knot.

Interlocking switch points blocking,
Loads and empties creaking, rocking,
While the gale sweeps down a-mocking
As we battle through the night.
Brakeshoes sticking, nothing clicking,
Gandy dancers sweeping, picking,
While we stick and take a licking
In a game but losing fight.

Winds augmenting, unrelenting,
Not with drifts alone contending,
But to add to their tormenting,
With a stinging spray of sleet.
Whistles calling! Time freights stalling!
Engines pushing, slipping, crawling.
Wires down and poles a-falling
Just to make the job complete.

Night crews going, day men showing,
Six a.m. and still a-blowing
Snowy rooftops overflowing
Where the night winds ran amiss;
Drawbars snapping, car toads rapping.
Gangway curtains are a-flapping,
Hands and faces raw and chapping
When we get a night like this.

9 ***What was meant by the term "left-lead engine" in the steam days?***

When the driving wheels of a steam loco were mounted on their axles, the crank pins on opposite sides were set 90 degrees apart, to prevent the possibility of stalling on dead-center. From the standpoint of operation, it made no difference whether this "quartering," as it was called, was so arranged that the crank pins on one side was 90 degrees in advance of those on the other, in forward motion, or 90 degrees behind them. Most roads in the United States used right-lead locos—that is to say, those with driving wheels mounted in such a way that their right-hand crank pins were 90 degrees in advance of those on the left, in forward motion. A notable exception was the Pennsy, where left-hand setup was standard.

10 ***Name hotels owned by Canadian Pacific.***

As of December, 1973, CP owned Le Chateau Frontenac, Quebec City; Le Chateau Champlain, Montreal; The Royal York, Toronto; The Saskatchewan, Regina, Sask.; The Palliser, Calgary, Alta.; Chateau Lacombe, Edmonton, Alta.; Banff Springs Hotel, Banff, Alta.; Chateau Lake Louise, Lake Louise, Alta.; The Empress, Victoria, B.C.; Le Baron Motor Hotels, Sherbrooke, and Tris Rivieres, Quebec.

11 ***Whatever happened to the ferry Hamburg of the Lackawanna Railroad's famed white fleet?***

This old ghost of the Hudson River, built 1891 and renamed *Chatham* during WW1, burned on July 16, 1919 and was rebuilt with a new superstructure. In later years, a diesel engine was installed and, renamed the *Lackawanna,* operated until Nov. 22, 1967, when all Lackawanna Railroad ferry service between Hoboken and New York ended. This was the only one of the Hoboken ferries to be dieselized.

12 ***What were the principal railway systems of Italy before World War II?***

The largest was the Italian State, with 10,040 miles of 1.445-meter, and 475 miles of .95-meter track. Next were the Veneta and the South Eastern, with 321 and 296 miles of 1.445 meter gage line, respectively.

13 ***Did the Central of Georgia ever have really big steam power?***

Yes, 2-6-6-2's. These engines had 24 and 38x32" cylinders, 57" drivers, weighed 620,000 pounds with tender, 220 pounds pressure and exerted 92,700 pounds t.f. They were sold to the Illinois Central in 1926 and renumbered 6000-6009.

14 ***What was the difference between convertible and semi-convertible streetcars?***

As originally built and patented by Brill around the turn of the century, the former was designed with the seats arranged transversely and the sides of the car-body made up of panels situated between the upright members of the frame. When warm spring days rolled around, the large double-sash windows and flexible sheet-metal units were slid into roof pockets and the convertible was ready for summer use. Cars of this type on New York City's Third Avenue Railway System differed slightly in that the panels were completely removable. A few were built by Brill, but the greater number came from the company's own shops.

The semi-convertible car was a modification of the Brill convertible in which only the sash was raised into the roof, leaving the sides open above the belt rail. As there were no rubbish-collecting wall window pockets, the car's interior was increased by as much as 7½ inches. Few cars of either design were built after WW1. While many systems used such equipment well into the 1940's and '50's, only one or two lines bothered to raise or remove the panels seasonally.

15 ***I'm a secretary on the Milwaukee Road. Is a wife eligible for an annuity if she also gets Social Security benefits as a wife or from her own earnings?***

Yes, but your annuity will be somewhat less. Some Social Security increases in past years would not be fully duplicated in computing a railroad wife's annuity.

16 ***Is it true the Royal Scot was in a wreck some 50 years ago?***

Yes. This train, pride of the London Midland & Scottish and one of the world's fastest, was wrecked March 22, 1931, shortly after leaving London at 11:30 a.m. Although it made the 400-mile run from London to Glasgow without stopping and attained a speed of 90 mph, the train was cut down to about 30 mph near the Leighton-Buzzard station about 40 miles out of London. Suddenly the engine left the rails and turned over. The cars followed, piling up on each other in the shape of a cross. Six people perished when the cars near the loco jumped into the air and buried the engine. The wreck was caused by the engine fouling the switch point when she was being shunted from the express to the slow line.

17 ***Where did the Des Moines Valley run?***

The old Des Moines Valley R.R. was opened from Keokuk to Des Moines in 1869, to Grand Jct. by Oct. 1869, and to Ft. Dodge (248 miles from Keokuk) by Dec. 1870. It later was known as the Des Moines & Ft. Dodge. Eventually, both became part of the Rock Island.

18 ***Was there ever a Form 20 pink train order?***

So far as we know, this was used on the New York & Long Branch R.R. in the 1890's and early 1900's, but has long since been discontinued.

19 ***What can you tell me about the Cartier Railway?***

This line, known as La Compagnie de Chemin de Fer Cartier, runs in Quebec between Port Cartier, on the north shore of the St. Lawrence River, and the Cartier Mining Co. iron deposits at Gagnon (Lac Jeannine), 193 miles. As of last year, it had 17 diesel locomotives, 500 ore cars, 12 passenger cars, 150 other pieces of rolling stock.

20 ***What was the original color scheme of Central Pacific, and then Southern Pacific's old C.P. Huntington?***

The boiler was black; her headlight box, cab exterior, and tender, wine red. The driving wheels, smokestack, and running boards were painted a permanent red, and the roof of the cab a yellow orange. Striping and script lettering employed gold leaf; trim and operating gear for the most part were plated with glistening nickel. Lest the whole effect be a trifle too somber, the cab interior was finished in apple green.

Running Extra

Info wanted on the Morrisburg & Ottawa Electric Ry., incorporated 1908 in Ottawa, Canada. One of our members reports it was originally the Morrisburg Electric and the proposal was to build an interurban line all the way to Ste. Therese, Que., via Williamsburg and Winchester, to the town of Ormond, Ont.—S.S. Worthen, editor of *Canadian Rail*, Canadian Railroad Historical Assn., P.O. Box 22, Station B, Montreal, Que., Canada.

Anyone know what kind of steam power was used in passenger and freight service over the Chester-Lenoir end of the Carolina & Northwestern R.R.? When was the line cut back from Edgemont to Lenoir?—Harry Downing, 57 Chestnut St., Rhinebeck, N.Y. 12572.

I have the *Book of the Royal Blue*, Vol. 1, No. 1, dated Oct. 1897, telling about the Baltimore & Ohio and showing pictures of engines and famous places along the Potomac River. How much is it worth?—I.D. Alkine, Keyser, W. Va.

Info wanted on date and location of Cotton Belt loco 132, which was hauled out of the Red River in the Southwest after being submerged about six years. I believe it happened early this century. —Barney Pate, 5856 Jefferson Rd., Shreveport, La. 71109.

Nile Saunders, mentioned in your Oct. '73 as having a Great Western steam loco at Peshastin, Wash., also owns a 4-4-0 Ottoway, an 0-4-0 electric, a home-made handcar, a 4-6-0 model of the *Royal Scot*, and a caboose. All are 12" gage. The engines can haul several open-top carloads of passengers.—Walter Thayer, ex-GN gandy dancer, Box 75, Wenatchee, Wash. 98801.

Why is there such a difference between couplers on U.S. and European trains?—John Gray, 77 High St., Newton, N.J. 07860.

The Norfolk & Western figures given in your Sept. '73 issue were not entirely correct. Class A's actually worked 300 lbs. boiler pressure and the rated tractive effort was 114,000 lbs. The figures you quoted were probably given for the A's when they originally went into service. Later, the boiler pressure was raised to 300 lbs., t.e. was increased.

As you pointed out, the fact that Northern Pacific locos burned lignite is enough to convince most people that the N&W engines had an edge. Like the class A's, the streamlined class J 4-8-4 were the first built with 275 lbs. pressure, but this was increased soon after; the resulting 80,000 t.e. was the highest for any non-booster-equipped 4-8-4 ever built. It is a little known fact that when the N&W started design work on the A's, they at first wanted a 4-6-6-4 instead of a 2-6-6-4. Existing turntables over the system were just a little too short to hold the four-wheel leading-truck, so the 2-6-6-4 wheel arrangement was adopted. I hope this clears up the question and proves the superiority of N&W power.—Thomas Dressler, 2937 Coles Ridge, Portsmith, Ohio.

William Kerr asked about the poem *"Finnigan to Flannigan"*: Strickland W. Gillilan wrote it in 1897. He was a reporter for the *Palladium*, a newspaper in Richmond, Ind. The poem's humor made him famous overnight. Gillilan wrote other verse, but *Finnigan* is alone in popularity. A book of his verse titled *Including Finnigan* was printed in 1908.—V. Allen Vaughn, vice president of NRHS, 320 Wisconsin Ave., Oak Park, Ill. 60302.

The largest driving wheels ever built were made by Mather, Dixon & Co. of Liverpool for the Great Western Ry. for its 7-foot gage by one of its engineers, I.K. Brunel. He drew up the specifications for both engines, *Ajax* and *Mars*, with 10-foot driving wheels, which were built in 1838. They didn't appear to have been successful, lasting less than two years in traffic. In those days the GWR ended at Bristol, but trains were worked on to Exeter by the Bristol & Exeter Ry., also a 7-footer.

In 1854 their engineer James Pearson had Rothwell & Co. of Bolton, Lancashire, build eight express tank locos of 4-2-4 wheel design. These had 9-foot driving wheels. Even the bogie wheels were large, 4 feet across. The driving wheels were not covered with splashers, usual in England, being level with the boiler at their tops and had no flanges. In June 1854 one of them attained a speed of 81.8 mph. When the GWR took over the B&E in 1876 it converted the Pearson tanks into tender engines and cut the driving wheels to 8 feet.

The *Cornwall* is preserved, as you stated last month. She has been at the Clapham museum recently, but this is now closed and she is to be transferred to the new railway museum at York, due to open in 1975.—David Webb, "Bindon," 29 Cedar Lane, Cockermouth, Cumberland, CA13 9HN, England.

Info, please, on Bonlee & Western.—J. F. Elliott, 6519 Beatties Ford Rd., Charlotte, N.C. 28216.

Info sought on a spur that runs from John Deere factory to John Deere experimental farm in Cedar Falls, Iowa. —Ronn Simon, RR1, Parkersburg, Iowa 50665.

Words wanted to old railroad song, "Bill Mason's Bride."—Ronald Thurlow, 98 S. Second Ave., Taftville, Conn.

In answer to John Gray's question in your Oct. '73 issue, wrecking cranes are equipped with a pair of wings that are put out on each side to prevent the "big hooks" from tilting when they pick up a heavy object such as a locomotive. Several years ago, I saw a huge wrecking crane turned over on its side while trying to lift a derailed engine when the foreman didn't take time to steady the machine by putting out these braces.—Bill Church, MoPac conductor, 512 55th Terrace Dr., North Little Rock, Ark. 72118.

Info wanted on collectors of steam loco whistles. I'd like to hear of such whistles used elsewhere.—Thomas Pletcher, Old Channel Trail, Montague, Mich. 49437.

Has a complete list ever been made, or books published on funicular railways or mountain inclines in U.S. or Europe? Principal examples are those in the Swiss Alps, Italy, Austria, and Germany.—C. Ross Fry, 316 No. Crescent Heights Blvd., Los Angeles, Calif.

In regard to an item on Boston & Maine 2-10-2's: the Maine Central purchased eight second-hand 2-10-2's in the 3000 series from the B&M between 1936 and 1947. Alco built them all in 1920, except for the 3020 and 3029, which Alco built in 1923. The latter became MEC Nos. 651-658.—Dave Albert, Waterville, Maine.

Info sought about a bell from a B&O engine which operated in the Pittsburgh and Connellsville area. It is solid brass or bronze and bears no markings except bell-hanger frame No. 200, bearing caps 21 and 26, and bell bracket No. 168.—Robert Pivarnik, 312 Main St., Fayette City, Pa. 15438.

Where can I find books by David L. Smith? I'm re-reading his wonderful Tales of the Glasgow & Southwestern Ry.—Hargis Westerfield, 713-15 W. 25, Kearney, Nebr. 68847.

STEVE MAGUIRE'S

TRANSIT TOPICS

INDIANA Senator Vance Hartke proposes that the Chicago South Shore & South Bend become the nation's first high-speed rail corridor line in a pilot project designed to demonstrate that "passengers will return to the rails if given something to come back to."

This proposal has been submitted to Roger Lewis, president of Amtrak. Hartke says the 87.8-mile South Shore route between South Bend and Chicago's Loop offers an ideal, low-cost, immediate opportunity to test the latest equipment, track upgrading, and passenger-freight service concepts.

"Nowhere else in the nation," he says, "is there a location better suited to try out all the technology and the public reaction to a high-speed, safe, intercity rail transit at such a low Federal investment cost. The alignment, grade, and general condition of the roadbed is good."

HARTKE'S idea is timely, especially in view of the fuel situation. Elsewhere, this crisis is compounding the problems that face New York City's vast, sprawling, dirty, noisy, subway system. The underground trains, always jammed to the point of indecency during rush hours, are being crowded still further with people forced by the fuel shortage to restrict the use of their automobiles. On top of that, as we go to press, the Transportation union is threatening another subway strike unless it gets a new contract with substantial increases in pay and fringe benefits that would lay still heavier burdens on the taxpayers. As for a fare increase, Pete Hammill writes in the *New York Post*:

Let's presume the worst will happen, the subway fare going up to 60 cents. After all, William Ronan, who runs the subways for New York State, says that a 60-cent fare is entirely possible. . . . If not 60 cents, at least 40 or 45 cents.

The result would be a disaster for this city. I've been talking to people around the boroughs, and they say that if the fare goes up again, they will have to change their minds about New York. Many

Commuters in Chicago's North and Northwest Suburban Mass Transit districts travel in spacious comfort in the new stainless steel gallery passenger cars which the Milwaukee Road is putting into service. The cars are Budd-built.

would drive cars into work in Manhattan, poisoning the air with the fumes, clogging the streets, contributing more to the already desperately stretched conditions of the city's nerves.

Others would simply leave. Some talked about moving further out into New Jersey or Long Island, where they would shop in suburban stores, take their live theater at places like the Westbury Music Fair, and try to forget that New York ever happened.

We would lose a great number of subway riders who simply don't believe that the filthy, dangerous ride provided by New York is worth $1.20 a day (or $2.40 in two-fare zones). That means that all the great department stores would lose customers.

Subsidiary industries, like luncheonettes, also would suffer. The circulation of newspapers would fall, for the simple reason that you can't read a paper while you're driving a car, and advertising revenues, which are geared to circulation, would drop off. People with "marginal" salaries would simply quit their jobs and go on welfare.

The cost of the subways should be borne by the people who earn profits on their existence. That is, the big businesses, the great department stores, the newspapers, the manufacturing industries. A subway tax would not break them; in fact, it would enhance their businesses by bringing hundreds of thousands of customers to work and to market in the city. Since the subway tax would be deductible from federal taxes, it would be another way of cutting down our already outrageously high contributions to the murderous coffers of the Federal Government.

The current system of pay-as-you-go subways is irrational. Subways are not there to make money; they are there to move large numbers of people around an extremely complex social organization called New York City. If we pay 35 or 60 cents to board such a system, then we should pay the sanitationman every time he makes a pick-up, pay cops only for the arrests they make or the crimes they solve, pay firemen by the fire. That would be clearly absurd.

DUE to the energy crisis, Wm. T. Ronan, Metropolitan Transportation Authority head, ordered half-fare for all Sunday riders, not only senior citizens, on subways, city buses, and commuter lines, beginning Dec. 16th, as a 5-week experiment.

Robert Abrams, Bronx borough president, calls this move "weak and inadequate," urging bolder measures to cut automobile use, such as on Saturdays. He also proposes restoring to service the 1,000-plus subway runs per year that were taken off in the past year and creating no-fare riding for all aged people.

He says his city lags far behind Atlanta, Boston, Seattle, etc., that have "already made massive experiments in reducing fare and improving service to restore the primacy of mass transit." Boston, for example, cut its fare last April in non-rush hours to lure new riders.

At Albany, a bill designed to save New York City's 35-cent fare and freeze Long Island Rail Road commuter fares at their present level will be offered to the State Legislature in January. The bill sets up ways of financing. Upstate legislators are less than enthusiastic over it.

GOOD NEWS! El Paso trolley line is running again, exults Texas ERA's *Short Circuit Bulletin,* Milam Bldg., San Antonio, Texas 78205. Last Nov. 14 El Paso City, after buying it from El Paso City Lines, began operating on an experimental basis, at first charging no fare but later a nominal 5-cent fare. The resumption of El Paso-Juarez service is backed by the mayors of both cities, also the governor of Chihuahua, but still needs the Mexican Federal Government's approval. Henry Leinbach, who sent the news to Texas ERA, says there is talk of extending the line 2 or 3 miles.

YAKIMA, Wash., is likely to get local trolley service soon, having bought two passenger streetcars from Oporto, Portugal, in December. Yakima is one of the very few towns still having trolley freight service. Its cars run on city streets. City officials want the passenger service restored. They sent Paul Class, member of Glenwood (Ore.) Trolley Museum, overseas to find cars for Yakima Valley Transportation Co., a Union Pacific subsidiary. According to Gerald Webb, Sr., Box 191, Prinville, Ore. 97754, Paul bought two from Oporto's city-owned trolley system for about $9,000 each. They are due to arrive in April. Both were built in the U.S. in 1902.

ALL 1,550 streetcars and buses in Toronto, Canada, will be equipped with flashing lights and sirens to alert police and others to emergencies such as holdups. A transit official says the equipment "probably will provide psychological support for the driver, but do little to reduce the number of assaults."

The Toronto Transit Commission approved in principle construction of a 10-mile, $400-million subway along Queen Street. The east-west subway line would run from the Humber River in the west to Greenwood Avenue in the east, then swing north to end near the Don Mills and Eglinton Avenue intersection. The $400-million cost estimate is based on the $40 million a mile that subways are expected to cost within two or three years when construction would begin on the Queen Line.

WANTED by W. Jeffery Miller, B.S., OD, 970 Arbor Rd., Winston-Salem, N.C. 27104, photos of Winston-Salem trolley operations. Dr. Miller writes: "I not only enjoy *Railroad Magazine* each month but find that many patients in our reception room also enjoy it while waiting for appointments. Maybe someone will send me pix and data on the Winston-Salem Southbound Ry. for the use of our Southbound Model Railroaders club. We need pictures of trains, stations, bridges, etc. All items will be returned. We plan to build a model layout of that railroad as accurately as possible."

VIENNA's new subway, now being built, will be one of the world's most modern, incorporating the latest technical advances. All trains will be operated by an extensive computer system. This will regulate the frequency and speed of the silver-colored trains according to passenger demand. To give the riders a feeling of safety, a motorman will still be at the controls in the front cabin to watch over operations and act in case of emergency.

Special polyurethane ties, more durable than wooden ones, will be laid to provide silent operation of the cars, which will run at speeds of up to 50 miles an hour under many of the Austrian capital's busiest thoroughfares and most populous apartment houses. The first section of Vienna's new subway will soon open.

HAND LUGGAGE? One afternoon at Randolph Street station in Chicago, reports the Illinois Central Gulf's monthly newsletter to commuters, a lad of about 15 tried to carry a 14-foot pole into a commuter train. "All pole-vaulters have poles," he said. The kid stood in bewilderment while an ICG employe explained why he could not take it into a crowded train. The boy declined ICG's offer to ship the 14-footer to him on the first train with unfilled cars. Instead, he dashed off to his track meet, sans pole, but returned a few days later to reclaim it from the stationmaster's office.

MELBOURNE, Australia, will soon have 100 new tramcars, according to *Electric Traction*, official journal of the Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, New South Wales 2001. Last year the State Cabinet gave the Melbourne Tramways Board permission to accept a bid of 12 million pounds for building such cars, the first of which have already been put into operation.

Each of the new cars on certain lines and during off-hours can be operated by one man, but in rush hours a second crew man will collect fares. Other features of the cars are stop lights, flash-

ing turn indicators, ventilating fans, winter heating, and steps lower than usual. This equipment will replace trains over 50 years old but still in service.

TESTS are being carried out by the Hong Kong Government in Victoria harbor to determine design and construction of an underground rail tunnel to link the Kowloon peninsula with Hong Kong Island.

Resurgence of Trams

WEST GERMANY and a few other European countries report a resurgence of tram operation. The reasons for this are set forth in *New Scientist* magazine. West Germany has had a phenomenal growth in automobile ownership—a growth which, however, is being slowed down by the current gasoline scarcity. Traffic congestion led to plans for building subways. But instead of immediately putting such ideas into effect, the Germans compromised by building at first only city-center tunnels. Intended in the course of time to be full subways, they are now being used by trams which continue to run on the surface outside city centers.

The idea spread to other European countries, notably Belgium, where it became known as pre-metro. Today Brussels, Frankfurt, Stuttgart, etc., are filling their central business districts with construction sites to move the trams underground.

A full underground, having high station platforms level with the train floor to speed loading, can handle 40,000 passengers per hour in each direction. But a tram tunnel can handle 20,000, and some undergrounds will never need to carry more passengers than that. So San Francisco and Ghent, among others, are building semi-metros with no provision for upgrading. Beside the obvious cost saving of building tunnels only in the city center, they have the advantage that passengers who board trams in the suburbs need not change when they get near the city center.

The *New Scientist* goes on to say that now a third form is emerging which dispenses with the tunnel altogether—the street metro. If trams are totally segregated from other traffic—often simply by painting white lines in the street—and are given priority at traffic lights, they can handle 18,000 passengers per track per hour at speeds as high as an underground.

Meanwhile, Hamburg is using the honor system in its rapid transit facilities, and has reported success from the start. Passengers validate their own tickets in platform-area machines that stamp the place where a journey begins, and the time. Riders are spot-checked on the trains and those who are found to be cheating are fined, heavily, on the spot. Hamburg officials have discovered a one percent cheat factor, but the loss of revenues has been more than offset by savings in equipment installation and maintenance.

The Metropolitan Rapid Transit Authority of Atlanta, Ga., is studying the honor system for its own use. A six-month survey will evaluate the no-barrier, or honor, system. The latter has been in use in European countries for some time now. Its advantages include the installation of practically no-cost fare-collection equipment and a rapid flow of traffic to the trains.

Seashore Trolley Museum at Kennebunkport, Maine, has a railfans' day and some of the boys are having fun trying to get the Blackpool car rerailed.
Robert Redden, 113 Munroe, Lynn, Mass. 01901

Trolley Museums

EVERY Saturday and Sunday when weather permits, you can ride through the rolling hills of Montgomery County, Md., on historic streetcars from Austria, Germany, and the U.S. The National Capital Trolley Museum in Northwest Branch Regional Park, north of Wheaton, Md., charges a small fee for nostalgic trips on everything from a 1908 Austrian model to an American deck-roof trolley built in 1918.

Probably the biggest gift to such a museum in recent years was the donation by the Electric Railway Historical Society of ten trolleys and one trolley-bus, all from the Chicago area, to the Illinois Railway Museum at Union, Illinois. This equipment had been stored in a building near Downer's Grove, Illinois, since the end of service on the Chicago trolley lines, from which they were obtained.

The trolleys now at this museum include No. 1467, double-truck, bowling alley seating, rebuilt by Chicago Union Traction from a car originally built in 1910; No. 1374, double-truck, six windows, built by St. Louis Car Co. in 1910; No. 3142, double-truck (Brill, 1923); No. 2843, double-truck, built by Jewett in 1903 for the Calumet & South Chicago Ry.; No. 2846, double-truck, formerly a California-type car, rebuilt by South Chicago City Ry. in 1907; No. F305, a double-truck plow built by Chicago Surface lines; No. 4391, post-war PCC (St. Louis Car Co., 1948); No. 84, trolley coach built in 1930 in the first group of trolley-buses ordered by the Surface Lines and possibly the oldest trolley-bus in any museum.

The foregoing all came from Chicago Surface Lines. Another car is No. 141, double-truck, built by Cummings and originally one of four MU cars

that Chicago & West Towns Rys. owned and ran on the LaGrange line until its abandonment in 1948.

At Detroit, both of the electric motors formerly used to switch coal cars in the Detroit Street Railway yards were obtained by a new group, Michigan Transit Museum, 36015 Vaughn Dr., Mt. Clemens, Mich. 48043. Numbered 7284 and 1981, they are being worked on by museum members. Also to be acquired by the new museum are a Toronto sweeper and two old steel Chicago El cars.

Indiana Museum of Transportation and Communications, located at Noblesville, Ind., has received the body of an Indianapolis streetcar, No. 153, one of the last to run in that city. After abandonment, the body had been used as a bunkroom for a trucking company. It may eventually run again, in the museum area, which began electric operating last spring.

Halton County Radial Ry., the operating trolley museum of the Ontario Electric Ry. Historical Assn., Box 121, Scarborough, Ont., Canada, has obtained the body of former Toronto lightweight suburban car 416, originally built by Ottawa Car Co. for the Hydro Electric Ry. It last ran on the North Toronto line to Richmond Hill, abandoned 1948.

Orange Empire Trolley Museum has acquired a streetcar from Kyoto, Japan. This little single-trucker is a classic from the turn of the century, with a deck roof. It was the first type to operate in Kyoto and kept running on the 3'6" gage route until 1961. Philip Goldman, a fan, obtained it and had it stored on his property at Goleta. The car was given to the OETM at Perris, Calif., for display. Another car of the same type is now in service in a short museum line near Kyoto.

Trolley Valhalla, a museum which moved from Tansboro, N.J., a year ago to an abandoned Pennsylvania Railroad right-of-way at Jobstown, N.J., has had to vacate this location also, due to a decision upholding a $25 fine against John Coulter, owner of the land, for violating a zoning ordinance by allowing the trolleys on his property.

Robert Kernish, 1611E Cherry Hill Apts., Cherry Hill, N.J. 08034, says that while this decision was being appealed, Springfield Township, where the cars are stored, adopted an amendment to its own zoning ordinance excluding old trolleys and antique railroads. Included in the collection at Jobstown are former Philadelphia widegage trolleys and some standard gage cars, of which ex-Brooklyn 1000 is probably the most historic, it being the only PCC ever built by the Clark Equipment Company.

Glenwood Electric Line

IT WAS a warm summer afternoon. Pete, a retired brakeman, was telling some of his experiences on the Consolidated Timber Co. logging railroad back in the days when all logging was done by rail. He told about the great Tillamook fire in 1933 which led to the downfall of Consolidated operations. Today, on the site of their sprawling camp, a trolley museum is being built at Glenwood, Ore., a 45-minute drive west of Portland on the Tillamook Highway, Route 6.

Glenwood is a small community. Most of its homes are hidden from view by tall fir trees and ridges from the mountains. It was natural to name the operating property the Glenwood Electric Railway. The right-of-way parallels Gales Creek, a small stream where anglers try their luck as it rushes through the narrow valley.

The Oregon Electric Ry. Historical Society is fortunate in having acquired many buildings of the old logging railroad, with the land. The shop building was the engine shop for Consolidated's Shay and rod locomotives. The car shop has two stalls, about 18 feet wide, with a concrete floor.

The present car barn, formerly used as a roundhouse, has four stalls. It will hold eight large interurban cars or more small streetcars. All buildings are equipped with water and electricity. Plans call for a sprinkler system and modified fireproofing. The old telephone system fell into disrepair, but is being rebuilt. Other buildings include the office and depot, pump house, bunk houses, storage buildings, and water tower.

Four streetcars are now on the property; two others are in storage or in transit. At a presentation ceremony on Jan. 11, 1959, in Sydney, Australia, the American consul general accepted toastrack ("open breezer") No. 1187 from the New South Wales Government, Department of Transport, on behalf of the OERHS. This event was televised, news photos and stories were circulated by UPI and AP services, and Ampol Oil Co. took movies to include in documentary film. Later No. 1187 was loaded aboard a steam ship by mistake, before shipping funds were available, and brought over to Oregon. The car is here now and the Historical Society managed long ago to pay the freight bill.

An articulated unit from the San Francisco-Oakland line over Bay Bridge, donated by California State last May, will be hauled to the museum. This unit, No. 169, will be moved from the railhead by low house-moving dollies over the highways.

Much of the work of building trackage, repairing facilities, and transportation labor is done by volunteers on week-ends, holidays, and vacations, as is the case with all other trolley museums. The goals of such setups are operation, growth, letting people know you exist, and getting them to visit you. The Glenwood project is off to a good start. Inquiries should be sent to the.

Harry B. Adams, 134 Everit St., New Haven, Conn. 06511

Dusseldorf, Germany, a local trolley swings around a curve in city in 1954.

secretary at 411 12th St., S.E., Auburn, Washington.

New Transit Publication

***Tramways of Eastern Europe*, by M.R. Taplin, 56 pages, 6x9″, with soft cover and stapled binding, is a complete coverage including maps and rosters, of the tramways of the German Democratic Republic. It is intended for both tram enthusiasts and visitors to East Germany. Besides detailed maps of each tram line in the area, the book offers travel hints and suggestions for taking photographs in this Communist territory. The compilation shows all towns where tramways still operate and lists all abandoned tram lines. Available from Light Railway Transport League Publications, 130 Coombe Lane, Croydon CRO 5RF, England, for $2.64 check in U.S. or Canadian dollars.**

Victory Park Ry. car No. 3 passing two cars stopped on passing track at the famed tourist attraction of Perry's Cave in Put-in-Bay, Ohio. Trolley line operated on South Bass, an island north of Sandusky, from 1891 until 1914.

Edward Allen, 252 Roberts Ave., Yonkers, N.Y.

Fast-moving trolley seen from City Hall promenade in Toronto, July 29, 1969.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE GREAT TRAINS, edited by Bryan Morgan, 260 pages, 10x11x8", hard cover, with photos, maps, menus, timetables; Crown Publishers, Inc., 419 Park Ave. South, New York, N.Y. 10016, $35.

This book takes you on scores of colorful trains throughout the world. Among the glamorous names, with good to excellent photographs, are the *20th Century Limited, Broadway Limited, Orient Express, Train Bleu, Golden Arrow, Bombay Mail,* and *Indian-Pacific Express.* Individual sections of this thick-paged tome cover the U.S. and Canada, Britain, Russia, elsewhere in Europe, etc. The book has a decided plus, with contributions by such leading rail authorities as Arthur D. Dubin, John Snell, Alan A. Jackson, Philip Unwin, Charles Owen, K. Westcott Jones, and David Tennant. Their contributions transport the armchair traveler away from the purveyors of gloom and doom into a happier realm. The book is very well illustrated by some 300 black and white and 40 full color photographs combined with smoothly flowing text.

RAILROADS OF CANADA, by Robert F. Leggett, 255 pages, 5½x8½", hard cover, with photos, maps, graphs; Drake Publishers, Inc., 381 Park Ave. South, New York, N.Y. 10016, $9.95. (Railroad Histories of the World Series)

How the railroads of Canada grew out of small portage links into rail giants is Leggett's theme. He tells the epic stories of Canadian National and Canadian Pacific, together with accounts of smaller lines to the Far North and the Maritimes. Included is a description of unique experiences that might await the railfan visiting Canada. It's well illustrated by 29 pix, maps, and line drawings.

STEAM LOCOMOTIVE OF THE EASTERN EUROPEAN RAILROADS, by A.E. Durrant, 155 pages, 7x9½", hard cover, with photos, rosters, diagrams; Drake Publishers, Inc., $12.50. (Railroad Histories of the World Series)

The author's text and pictures deal very well with the subject, not known by many, of steam locomotives from the old Austro-Hungarian Empire era and locale to the present day. He gives special treatment to the way in which each country develops steam power to meet its own requirements. The book is illustrated by 100 pix, mostly of engines in service; also line drawings which, with tables of dimensions, provide an interesting comparison of locos, ranging from single-driver tanks to huge twelve-coupled and articulated classes.

HUNGARIAN RAILROADS, by P.M. Kalla-Bishop, 198 pages, 5½x8½", hard cover, with photos, maps, rosters, diagrams; Drake Publishers, Inc., $11.95. (Railroad Histories of the World Series)

Kalla-Bishop, who wrote Drake's *Italian Railroads* and *Mediterranean Island Railroads,* now comes up with the first English language book on the railroads of Hungary. Tracing back to the huge rail systems of pre-WW1 Hungary, he tells in pix and text of the rail separation of the post-war years that went into the rail networks in half of Rumania, the Slovakian part of Czechoslovakia ,the Yugoslavian provinces of Croatia, the Voivodina, and Russian Ruthenia. Other chapters deal with Hungarian diesel and electric locos, rack lines, and the first subway on the European mainland. Appendices include complete lists of all Hungarian railroad companies, with starting dates and track mileage; details of Hungarian steam locos, and a German place-name gazetteer.

EAST CAROLINA RAILWAY, by Capt. Henry C. Bridgers, Jr., 211 pages, 5½x8½", hard cover, with photos, passes, timetables, maps; T&E Publishers of Louisville, Box 429, Tarboro, N.C. 27886, or W.R. Newton, 309 N. Contentnea St., Farmville, N.C. 27828, $9.75.

More books should be written about railroads in the South, which has a wealth of untapped rail lore. The East Carolina is treated in a homey way that characterizes the warm-hearted North Carolina folks in the small towns and piney woods through which it ran.

THE BLACKSTONE VALLEY LINE, by Edward A. Lewis, 80 pages, 8½x11", soft cover, with photos, rosters, timetables, maps; The Baggage Car, Box 332, Seekonk, Mass. 02771, $3.95.

This is a short, interesting saga of typical New England independence, with the leading roles played by the old Blackstone Canal and the Providence & Worcester Railroad. Canal fans will enjoy early days of the canal from Providence to Worcester which preceeded the original P&W. Lewis covers this important short trunk line from construction and merger with the New Haven to its operating as an entity again in February, 1973. There are good pix and rosters, steam and diesel, and nostalgia scenes of old depots.

LOCOMOTIVE ROSTERS OF NORTH AMERICA, JUNE 30, 1973, edited by James W. Kerr, 48 pages, 5½x8½", soft cover with photos, roster listings; Northam Directory Associates, P.O. 560, Montreal, Que., Canada H3C 2T6, $7.

Here is a major effort, involving large railroads and their subsidiaries, also some shortlines, up to June 30, 1973. For easy reference, two main sections are arranged alphabetically.

Pen Pals Wanted

(No charge for listing in this section.)

Tom Johnson (25) 914 Longmeadow Lane, Glenview, Ill., will correspond with railfan girls.

Chris Hopcroft (British Rail engine driver), 27 Burnfort Rd., Newport, Mon., England NPT 3GU, will correspond with railroaders and hobbyists.

Glen Orebaugh (15), 5335 Harvest St., Dublin, Ohio 43017, wants to hear from railfanettes.

Bill Jordan (22), Box B, Ananosa, Iowa 52205, wants to hear from black girls interested in railroading.

Ned Lewis (40), Box 131, New York, N.Y. 10033, wants women pen pals; also anyone interested in Southern, ARSF, Cotton Belt, and NC&StL.

Michael Nickels (British Rail loco driver), 3 Gorslas, North Cornelly, near Pyle, Bridgend, Glamorgan, South Wales, CF33 4NG, Great Britain, wants to hear from anyone interested in trading or buying rail magazines, MX236 steam prints, etc.

Peter R. Luedtke (37), 6311 Yucca St., Hollywood, Calif. 90028, will write to rail-hobby girls.

Ellis Ocher, Jr., 615 W. 40th St., Anniston, Alabama 36201.

Abandonment of Trackage

Erie Lackawanna—21.77 miles, Richfield Jct., to Richfield Springs, N.Y.

Norfolk & Western—2.1 miles, portion Sewells Point branch, Norfolk, Va.

Southern—155.35 miles, Selma, via Wilson, Rocky Mt., and Tarboro, N.C., to Pinners Pt., Va., incl. trackage at Pinners Pt.

Total miles of abandonment authorized by ICC for last Oct. and Nov., 178.33.

Proposed Abandonments

Illinois Central Gulf—Fayette to Foster, Miss.

Baltimore & Ohio—Coal Shaft to Beardstown, Ill.; Rinard to Shawneetown, Ill.

Sante Fe—Emporia to Moline, Kan.

Philadelphia, Baltimore & Washington (Penn Central)—Crawfordsville to Waveland, Ind.

Pittsburgh, Youngstown & Ashtabula and Penn Central—Canfield branch, Canfield, Ohio.

Penn Central—portion mainline, Pittsburgh to St. Louis, Pittsburgh, Pa.

Chicago & North Western—Wakefield to Crofton, Nebr.; Emerson to Thurston, Nebr.

Acquisition

Delaware Otsego Corp. and Central New York R.R. Corp.—21.77 miles, Richfield Springs branch, Richfield, Jct., to Richfield Sprngs, N.Y.

Roster Corrections

Our printer seems to have been confused by the renumbering of Chicago Great Western diesels into the Chcago & North Western roster, and even more so by our corrections of his proofs. Our CGW roster appeared in Dec. '73. Actually, CGW 101A, C-106A,C were renumbered C&NW ——, 101C, ——, ——, ——, ——, 104A, ——, ——, ——, 106A, ——; CGW 107A, C-112A,C were renumbered C&NW ——, 107C, 108A,C, ——, 109C, 110A,C, 111A, ——, 112A,C.

New info for our Kentucky short lines roster (Oct. '73) comes from George R. Silcott. Note 27 should read: K&IT 53-54 were sold to Seaboard Coast Line, renumbered 92-93 (2nd). Other data indicates K&IT 53-54 were sold to Mr. Silcott, then to Precision National, then scrapped.

Mr. Silcott also updates our Massachusetts short lines roster (Oct. '73). Note 8 should read: FR 11 was sold to Bethlehem Steel Co., renumbered 30 (3/59). FR 10 was sold to J.A. Jones Construction Co. Other data indicates FR 10 was sold to Mr. Silcott, then to GE, then to American Electric Power. —Sy Reich.

Periodicals and Journals

The Bulletin, Vol. 38, No. 4, National Railway Historical Society, edited by Wm. C. Wagner, P.O. Box 2051, Philadelphia, Pa. 19103; soft cover, 55 pages, 6x9", photos, maps, rosters, chapter activities; members $4.50; associates $5.50. Any rail or steamboat fan would like Ed Immel's "Buff Stacks and a Chequered Flag" about the history of the British Columbia coastal services of Canadian Pacific. We've taken the inland trip from Vancouver to Skagway, Alaska, and highly recommend it. C. M. Knoll's "A Railfan's Journey in South America" likewise makes good reading.

PC Railroader, Vol. 1, No. 4, edited by Robert H. Reid, Box 179, East McKeesport, Pa. 15035, soft cover, 35 pages, 8½x11", photos, maps, diagrams. Six times a year, $7.50. Always a good publication, old Pennsy and new Penn Central followers will like especially the section on Northumberland by Bill Volkmer.

Headlights, edited by Fred W. Schneider III and Howard White, P.O. Box 80, Church Street Station, New York, N.Y. 10008. This official organ of Electric Railroaders' Assn., on slick paper with excellent pix, never fails to please juice fans.

The Lensmen, soft cover, 14 pages, 8½x11", photos, P.O. Box 486, Brentwood, N.Y. 11717, $3.50 annually, issued quarterly; back issues and sample copies $1 each. Good photos of various U.S. and Canada lines, steam and diesel.

B&M Bulletin, Vol. 3, No. 1, Fall '73 of the Boston & Maine Historical Society, P.O. Box 302, Reading, Mass. 01867, soft cover, 19 pages, 8½x11", photos, roster, maps. In keeping with the Hoosac Tunnel Centennial you wouldn't expect anything less from this fine historical group than the excellent treatment given in this issue to that New England engineering masterpiece.

Pacific News, edited by Karl R. Koenig, Chatham Pub. Co., P.O. Box 283, Burlingame, Calif. 94010, soft cover, 19 pages, 8½x11", photos, rosters, published monthly, $5 per year. Good coverage on changes and activities on all Pacific Coast railroad power; steam, diesel, electric or mainline trains.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.50	($ 4.25)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
RAILROAD MAGAZINE DIESEL ROSTERS	$ 7.50	($ 7.15)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
SILVER SAN JUAN, by Mallory H. Ferrell	$19.95	($19.00)

Espee No. 6916 heads a very smelly and smoky rail-grinding train south out of Oakland, Calif. The steel power poles at left are the last remnants of the old Southern Pacific "red trains", once a vast interurban service of SP. Now BART rails run adjacent to the Espee main, offering the same service only 25 years later. Traffic down on nearby highway.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif. 94611

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items.

My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

WANTED. Litchfield & Madison photos, rosters, historical, technical, or any other data, etc. —Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

SETH STEVENTON, Kennan, Wis. 53537—1000 traction photos from 50 lines; 28-page list 16¢ in stamps.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

SP DAYLIGHT steam action in the 1950's. High quality color movies of this famous train. Over 30 different trackside scenes. 200′ Super 8, $39.50; standard 8mm, $36; 360′ 16 mm. $64.50. Satisfaction guaranteed.—Stan Kistler, Box 4068, Pasadena, Calif. 91106.

1974 CALENDAR featuring 14 outstanding photos of recent Southern Railway steam excursions; Nos. 4501, 750, 722, 630, 77, 44, and Best Friend! 8½x11 format, spiral bound, only $1.95 pp. Add 50¢ for first class postage.—North Alabama Chapter NRHS, Box 4163, Huntsville, Ala. 35802.

LOCOMOTIVE SLIDES, roster/action, send $1 for catalog and two sample slides. You will automatically be put on our mailing list.—The Rail Image, Dept. L3, P.O. Box 289, Denville, N.J. 07834.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 1208 Fruit, Peru, Illionis 61354.

RAILROAD AND STEAMSHIP dining service silver and chinaware from New Haven, Southern, New England Steamship Co. and Fall River Line. Send large SSE for list.—Depot Attic, 350 Ashford, Dobbs Ferry, N.Y. 10522.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ in stamps for list—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

CANADIAN TROLLEYS, new list 7-23-73, items available as slides or photos. Send 48¢ for list to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

UNION PACIFIC blueprints. Full-size copies of original drawings: Union Pacific 4-8-8-4 "Big Boy" (world's largest steam locomotive), Union Pacific 4-8-4 "Northern," FEF-3 (#8444, UP's famed fantrip loco), Union Pacific 4-6-6-4 "Challenger," and UP 4-12-2 "Union Pacific" type. Each engines side elevation drawing $9.50. Each tender side elevation drawing $7. Complete list of over 130 detailed blueprints available on these engines sent free with order Most are 1½" scale or larger. List only $1. (Calif. Residents add 5% sales tax.)—Truson V. Buegel, Box 620, Dept. R, Burbank, Calif. 91502.

BUYING old timetables, books, passes, Off. Guides, etc., collections especially. Also selling timetables and railroadiana, reasonable prices; list free.—John Weston, Box 339, Wilmette, Ill. 60091.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

TIMETABLE COLLECTOR. Get the monthly magazine that fills your collecting needs. Write for free sample issue and information. Colorado Midland and Nickel Plate issues still available at $1 each.— Timetable Collector, 7850 S. Kenneth St., Chicago, Illinois 60652.

COLORADO MIDLAND items wanted: passes, buttons, timetables, keys, locks, dining-car items, operating forms, lanterns, etc.—L. Schrenk, 3420 Downers Dr., N.E., Minneapolis, Minn. 55418.

TRACTION MOVIES in regular 8mm, 48 black-and-white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kansas 67601.

STOCK CERTIFICATES: large selection of 19th and 20th centuries, most with engraved railroad scenes, all in mint condition. Descriptions upon request.—Kenneth W. Rendell, Inc. 154-AA Wells Ave., Newton, Mass. 02159.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

TED NELSON, 1135 Kane Concourse, Bay Harbour Isle, Fla. 33154, buys anything Florida East Coast and Florida. Buys any U.S. RPO and railroad cancellations.

1974 D&RGW NARROW GAUGE calendar featuring six pen-and-ink sketches of locomotives, 11x17, $2.25 postpaid.—Green Gables Sketches, 66 Marble Circle, Golden, Colo. 80401.

BOB GREENAWALT, 3643 Rosemead, Rosemead, Calif. 91770, wants old RR or mining stocks and bonds, Poor's and Moody's Manuals, pre-1920 Centennial dated brass "year" wheel.

RAILROADIANA collectors, send large SSE (two 8¢ stmps) for giant lists of switch locks, keys, lanterns, cap badges, etc. I am also a cash buyer of railroadiana. Price and describe. —Neil Utberg, Box 420, Edinburg, Texas 78539.

BOOK SEARCHING SERVICE: It's possible to locate almost any book, pamphlet, guide, catalog, periodical, timetable, history, etc.—Book Stoar, 1111 Colcord, Waco, Texas.

NEW YORK CENTRAL and Pennsylvania Railroad heralds for sale, solid metal, painted, about ten inches across, $15 each.—Dept. R, 19215 Eldridge Lane, Southfield, Mich. 48076.

PUBLIC TIMETABLE BARGAINS: $9 worth of tts. only $4, or $17 worth only $8. Most early '60s, my selection, but nice variety.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

DIESEL and steam color slides; large assortment; sample and catalog 35¢.—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

RAILROAD STOCK certificates! Catalog plus beautifully illustrated certificate $2. Always eager to buy all stock certificates and bonds!—Ken Prag, Box 607-R, Hermosa Beach, Calif. 90254.

COLOR ENLARGEMENTS from your slide or negative 8x10 size $3.98. Additional prints from same negative $1 each. Add $1. for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

NEGATIVES and railway sound records for sale, both steam and juice; lists for 50¢ (refundable). Please specify interest.—Frank Bednar, P.O. Box 695, Stamford, Conn. 06901.

CMSP&P ELECTRICS, Krauss-Maffei hydraulics, SP&S, FA's, pre-Amtrak varnish and other gone-but-not-forgotten trains roll again in duplicate slide sets from Northwest Rail Images, 4891 Donald St., Eugene, Ore. 97405; 25¢ brings list and sample.

RAILROAD MAGAZINE and Trains from 1946-'73; some years are incomplete. Will sell entire lot for $75. or by year at 35¢ a copy.—Wm. A. Mohr, RD 2, Crown Pt., N.Y. 12928.

SPECIAL: Milwaukee Road Rocky Mt. electrification slide set; 36 slides of motive power, equipment, and right-of-way views, $10.—Paul Orlow, P.O. Box 1784, Denver, Colo. 80202.

"RAILROAD RELICS; The Annual Pass" pamphlet showing what to look for, what to look out for, illustrated, $2. "Railroad Relics: The Price Guide" helps you buy/sell/appraise better, $4.—James Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

RAILROAD SILVERWARE, china, glassware, Linens, related objects. Catalog, $1, lists hundreds of items.—Lillian's Shop, P.O. Box 4777-R, North Hollywood, Calif. 91607.

COMPLETE Santa Fe b&w photo catalog containing over 1,600 steam, 340 diesels and motor cars; shows right/left, where and when photographed, modifications, disposal dates. Catalog and sample print $1.—Stan Kistler, Box 4068-R, Pasadena, Calif. 91106.

WANTED: Anything W&LE, Connotton Valley, Cleveland & Canton, or Cleveland, Canton & Southern; will buy or trade.—John Corns, 226 Locke, N.W., Massillon, Ohio 44646.

POSTCARD SIZE locomotive photographs, steam, diesel, and electrics. Please send 25¢ for lists and two sample prints.—Dick Patton, 911 Dickerson Lane, Blacksburg, Va. 24060.

FOR SALE: Pair traveling brass candlesticks, unscrew, snuffers included, 2" cup, 3¼" saucer, belonged to John Edgar Thompson, first PRR president, $50.—H. Emlen, Johns Lane, Ambler, Pa. 19002.

AMTRAK REFURBISHED car Listing of 850 passenger cars repainted in Amtrak color scheme. Up-to-date list includes Amtrak numbers, names, car types, previous railroad, builder, $1 postpaid.—Bruce Steinhoff, 11839 Edgewater, Lakewood, Ohio. 44107.

BUS PHOTOGRAPHS sent on approval in groups of 100 or more, you pay postage both ways. Size 616, 45¢ each; size 122, 75¢ each; 8x10, $5.50 each. No list; state your interests.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

LAST CALL! Only a limited number of copies of "Railway to the Moon" (the Mt. Washington

Cog Railway) now remain available. A well-rounded history, profusely illustrated. 185 pages; clothbound. $12.50 pp. Order NOW!—"Railway to the Moon," P.O. Box 409, Acton, Mass. 01720.

FOR SALE: RR timetables, emp. tts., annual reports, pamphlets, playing cards, emp. magazines, original 35mm slides, etc.; steam, diesel, electric. State wants.—Meyer, 128 Corner St., Watertown, Wis. 53094.

FREDERICK CARNES, 185 S. Highland Ave., Ossining, N.Y. 10562, would like to buy or trade for current 1971-'72 FEC rulebook and emp. tts.

PITTSBURGH, Fort Wayne & Chicago public timetable dated Nov. 1872, complete, fair condition. Toledo Saginaw & Muskegon employee timetable and rules, dated April 1889, complete and in fair condition. Denver & Rio Grande RR descriptive public timetable dated Nov. 1909. Also Pere Marquette RR rulebook dated Dec. 1903, fair condition. All or any to highest bidder. SSE.—C.R. Waterman, 1546 Sherman St., S.E., Grand Rapids, Mich. 49506.

SWITCH-STAND LAMP, 4 color lens, Adlake older model lamp from Bangor & Aroostock Railroad, excellent condition, $42, postage $2.75.—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

PITTSBURGH, Shawmut & Northern RR photos and negatives wanted; will pay a good price or trade photos of same.—Bill O'Connor, 62 Fulton St., Hornell, N.Y. 14843.

FOR SALE: New list—lanterns, keys, locks, globe, hardware, paper, and unusual items. Send 10¢ and SSE for list.—Gary Bunting, 924 N. West End, Cape Girardeau, Mo. 63701.

LOCOMOTIVE ENGINEERS JOURNAL, 46 issues between 1948 and '52, will sell for best offer, SSE for list.—David Wall, 2801 Falcon Dr., Indianapolis, Ind. 46222.

FOR SALE One Copy of Grahame Hardy's book, "American Locomotives 1871-1881," number 779 of only 1,000 printed, mint condition. Also one copy of "Jane's World Railways," first edition, one copy of "Jane's World Railways," ninth edition, plus other railroad books. Send 10¢ for list.—Mountain View Depot, Box 6213, Station F, Hamilton, Ont., Canada.

SOUTHERN PACIFIC PHOTOS sent on approval in groups of 100 or more; you pay postage both ways. Size 616, 45¢ each. Size 122, 75¢ each. No lists.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PASSENGER-CARRYING TRAINS, 3½" to 24" gages. Steam, gas, new or used, custom-built. Set glossy photos, brochure, $2 (refundable).—"Trains," 130 County St., Seekonk, Mass. 02771.

33 PAGES of timetables of the Grand Trunk Railway of Canada of May 1881, book form, also contains timetables of connecting lines in Canada and U.S., exactly as new condition, for highest bid. SSE.—C.R. Waterman, 1546 Sherman St., S.E., Grand Rapids, Mich. 49506.

DICK AICHELE, Box 184, Little Falls, N.J. 07424, selling hat badges, interior lamps, lanterns, headlights, and switch lamps.

COLOR SLIDES, Kodachrome Repronar made copies; steam, diesel, trolley, United States and foreign, sample 35¢.—Charles Parsons, Rt. 4, Box 425, Dunnellon, Fla. 32630.

ELECTRIC RAILWAY photos for sale: L&PS, Grand River Ry., Lake Erie & Northern, Niagara, St. Catherines & Toronto, Oshawa Ry., TTC; list 10¢. Write C.A. Butcher, 8 Coyne St., St. Thomas, Ont., Canada N5R 4K8.

MAIL AUCTION! Hundreds of choice railroad and related things, all authentic, most old, much rare. Some select paper goods, but mostly scarcer non-paper artifacts. Those who sent for my first auction list (last fall) will receive this 2nd list automatically. Others who want to look it over should send two stamps (no envelope) to Scott Arden, RR Auction, Noti, Ore. 97461.

BACK ISSUES of Railroad Magazine and Trains, scattered copies from late 40's to present. SSE for list.—David Cummings, 163 Flower Ave., East, Watertown, N.Y. 13601.

WHAT'S AROUND the next curve in the track? Trolley maps of the Milwaukee streetcar and interurban system give the answer. $1 from Circulation Manager-R, CERA, Box 503, Chicago, Ill. 60690.

NARROW-GAGE negatives: ET&NC, Bridgton & Harrison, Arcata & Mad River, EBT, E-N, Lake Tahoe Ry., NCNG, Newport & Sherman Valley, C&S, Oahu, Pacific Coast, RGS, Sumpter Valley, Tionesta Valley, etc. Send 50¢ for list NG-1B.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: black & white photos from large collection of negatives of steam U.S. and Canadian present and abandoned lines. Send long stamped self-addressed envelope for free details.—James Henry, Box 79, R. 2, Waverly, Ohio 45690.

HAVE OVER 30,000 negatives of all types and classes of railroad equipment. Send $1 for lists for photographs.—Donald T. Hayward, 38 Monastery Ave., West Springfield, Mass. 01089.

WANTED: Buddy 'L' Train Set with Track.—Jim Robson, Box 504, Apple Valley, Calif. 92307.

WANTED: Anything Florida, Florida East Coast, etc.; U.S. RPO cancellations, all menus, tickets; buy or trade.—Jonathan Nelson, 9911 W. Broadview Dr., Miami Beach, Fla. 33154.

DO SOMETHING for passenger trains! Naptras, Scott Rogers, Public Relations, RR3 Freeport, Illinois 61032, "Helping make trains worth traveling once again."

WILL SELL Railroad collection. Have every issue from June 1938 through January 1971, all in excellent condition.—Mrs. Kenneth Werhan, Rte. 1, Cresco, Iowa 52136.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa. 19142, wishes to trade original Kodachrome slides of PC, Rdg., CB&O, SEPTA, for same and other roads. Also tts. and menus for sale or trade. SSE for sale inquiries.

DINING-CAR items for sale or trade: china, silver, glassware, linen, paper. SSE for list.—Rev. Charles D. Anderson, 1303 Smith Ave., Worthington, Minn. 56187.

MILWAUKEE STREETCARS and interurbans in full color, 12 spectacular pages from CERA Bulletin 112, TM, to frame or pin up on your wall. $3 from Circulation Manager-R, CERA, Box 503, Chicago, Ill. 60690.

PAYING MORE! Top cash for old railroad, Pullman, or express company marked artifacts. Almost anything, any quantity, fine condition. I need RR china, keys, brass locks, lanterns, metal signs, heralds, badges, caps, wax sealers, daters, phones, catalogs, playing cards, bells, whistles, builder and number plates (steam era), watches, fobs, telegraphy instruments, much more. Describe, state prices, include phone number.—Scott Arden, Noti, Ore. 97461.

CHICAGO SURFACE LINE photographs sent on approval in groups of 100 or more; You pay postage both ways. Size 122, 75¢ each. A few size 616 left at 45¢ each while they last. No lists; we go right down the numbers, starting with #6.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

OLD "L" CARS in full-color reproductions for your wall. Eight Chicago views for only $3.—Circulation Manager-R, CERA, Box 503, Chicago, Ill. 60690.

RARE BOOKS to highest bidder. "UP Motive Power," Kratville, 326 pages plus supplement HO scale drawings, complete roster including subsidiaries. "Iron Horses of Santa Fe," Worley. 480 pages plus 128 pages of diagrams and all-time roster. "Colorado Midland," Cafky, 482 pages and five maps, roster, autographed. All mint condition. Minimum bid $60 each.—H. Nelson 99, 10399 67th Ave., Seminole, Fla. 33542.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells original color slides, b&w prints, b&w negatives of Alco, Baldwin, Fairbanks-Morse, Plymouth, General Electric, Whitcomb first generation diesels. List free, SSE.

CHICAGO GREAT WESTERN, Georgia, Illinois Central, New Haven, Western Pacific, and Norfolk & Western uniform buttons, 50¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

D.C. TRANSIT Photographs sent on approval in groups of 100 or more; You pay postage both ways. Size 122, 75¢ each. A few size 616 left at 45¢ each while they last. No lists, we go right down the numbers.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: dining-car Stanley thermos carafes imprinted Pullman, $39; Supreme bowl collar rings imprinted NYC, converted to mirrors, 5½" diameter, can be hung or used on easel, $20; PRR mirrored Supreme bowl collars, insigne inside, $17; silver-plated easel, $1.75; ashtrays, NYC imprinted underside, $20.95; open sugar bowls imprinted New Haven underside $24.95; 6" plates imprinted Pullman underside $21.95; 5½" plates imprinted New Haven underside, $21.95; cruet stands, $35.95. Add $1.50 for handling and postage. Other items available; send SSE for list.—Regina Salinger, 203 S. 17th St., Philadelphia, Pa. 19103.

RAIL FILM MONTHLY: photo locations, negatives and original slides of diesels, steam traction, and mainline electrics listed to buy, sell, or trade. Send 74¢ to Box 4676, San Francisco, Calif. 94103. ●

Coming Events

Jan. 26: annual workshop meeting, Railroad Enthusiasts, Inc., sponsored by Hartford Div., at Burnside Methodist Church, East Hartford, Conn.

Jan. 26: Feb. 2, 9, 16, 23: also March 2, 9, 16, 30: NRHS reserved space in ex-"Prospector" baggage-dorm-coach on D&RGW ski train, Denver to Winter Park, Colo.; lv. Denver 7:35 a.m.; return 6 p.m.; $5 round trip. Contact Bob Richardson, Colorado Railroad Museum, Box 641, Golden, Colo. 80401; or Kenton Forrest, Intermountain Chapter of NRHS, Box, 5181, Terminal Annex, Denver, Colo. 80217; or Tom Daniels, Colo. Midland Chapter of NRHS, Box 9161, Colorado Springs, Colo. 80909.

Feb. 16: March 16: April 20: May 18: June 15: July 20, N.Y. Region, National Assn. of Timetable Collectors meets in New York's Penn Central Sta. YMCA, lower level, beginning at 10 a.m.

Feb. 16-17: East Broad Top Winter Spectacular, doubleheaded narrow-gage steam; freight and mixed-trains, 6 trolleys in operation, auction. Contact S. Shook, 160 Andover, Wilkes-Barre, Pa. 18702.

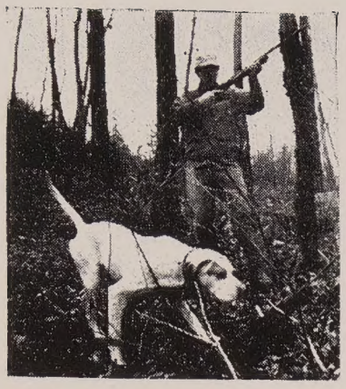
March 23-24: 25th anniv. run of California Zephyr on D&RGW; lv. Denver, March 23, 7:30 a.m.; arrive Salt Lake City 9:30 p.m.; (overnight) lv. 7 a.m. next day, arrive Denver 9 p.m.; several Vista-dome cars, full D&RGW diner; regular and family fares, hotel rates, etc.; info from Kenton Forrest, Intermountain Chapter of NRHS, Box 5181, Terminal Annex, Denver, Colo. 80217, or Bob Richardson, Colo. RR. Museum Box 641, Golden, Colo. 80401, or Tom Daniels, Colo. Midland Chapter of NRHS, Box 9161, Colorado Springs, Colo. 80909.

March 30-31: 3rd annual Railroad Buffs Assn. wire n' rail convention, Philadelphia, Pa.; trackless and regular trolley trips, banquet. Write Robt. Epstein, trip chairman, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 20-21: Tripleheaded steam on D&H with ex-CP 4-6-2's 1246 and 1278, and ex-NKP 2-8-4 No. 759, Albany to Scranton round trip. Open-window coaches in consist, $59.95. Contact Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call (802) 463-3937.

April 27: Steam in the Spring. Clinchfield's One-spot over scenic mt. route and thru 32 tunnels, lunches, adults, $15.50; kids under twelve, $12. Elkhorn Ky., to Kinsport, Tenn., and return; incl. box Write Bluegrass Model Railroad Club, 1821 Gettysburg Rd., Lexington, Ky. 40504. ●

One of a continuing series. **Remington Reports**



Can a hunter learn anything from a skeet shooter?

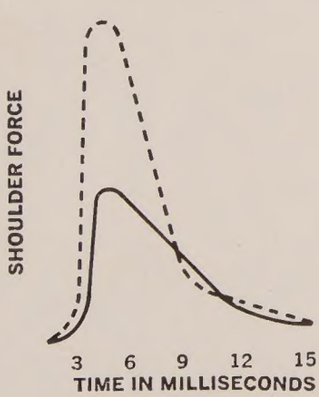
"Yes", say Remington experts . . . including why our Model 1100 Automatic Shotgun—the top gun in skeet—is tops in the field!

It's said some hunters don't shoot skeet because they can't eat clay pigeons. But, if you don't count taste and plumage, there is virtually no difference between a clay bird and a game bird. As far as a wing shooter is concerned, both are moving targets with the same problems of pointing, swing and lead.

If you go hunting with a skeet shooter, don't bet against him. Because skeet actually came from the field. It was developed about 50 years ago by the late Charles E. Davies, at Andover, Mass. He was an avid upland game hunter and wanted to practice shots he had missed while hunting. And don't forget that a dedicated skeet shooter may shoot at *thousands* of clay birds a year, each one simulating a game bird in flight. So it would take a really tricky bird to fool him. Naturally, like the hunter, the skeet shooter wants a shotgun that points naturally, patterns consistently and is reliable. That's why you'll find so many Model 1100's in the hands of so many skeet shooters, especially at championship events.

When you hold an 1100, you can tell it's different. The 1100 is designed with "muzzle preponderance"... balanced so there's weight at the muzzle. We believe this helps you hold an 1100 steadier than a shotgun without it. And we think it helps you point easier and faster and swing more smoothly, too.

Remington designers have given the 1100 a rate of fire they feel is optimum. Pull the trigger, and the 1100 ejects the empty hull and chambers a fresh shell automatically. You can fire again as soon as this cycle is complete. But, if the cycle takes too long, you may lose the chance for a quick second shot. And if the cycle is too fast, you're apt to shoot too soon... and miss. Remington's designers believe that the 1100's rate of fire is an ideal compromise between those two extremes.



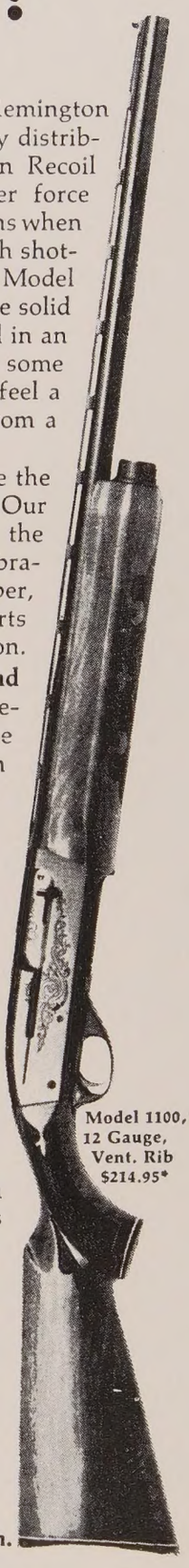
The dotted line shows the recoil force from a typical fixed breech shotgun action (Shotgun weight: 7 lbs. 2 oz.). The solid line shows the recoil force delivered by a Model 1100 (Weight: 7 lbs. 12 oz.). Checked and proved by computer, the Model 1100 delivered 55% less force than the fixed breech gun. Each gun tested with a 12 ga. magnum load.

The 1100 really reduces recoil sensation. Remington has found a way to "soften" recoil sensation by distributing it. The chart shows how the Remington Recoil Reduction System works by plotting shoulder force against time. The dotted line shows what happens when a 12 gauge magnum load is fired in a fixed breech shotgun of approximately the same weight as the Model 1100. The recoil quickly rises to a high peak. The solid line shows the recoil when the same load is fired in an 1100. The line starts to rise but the system traps some of the recoil force, releasing it later. Thus you feel a "push" instead of the usual jolt you can get from a competitive gun.

If you like good-looking shotguns, you'll like the looks of an 1100. Those looks are functional, too. Our RK-W wood finish does more than dress up the stock. It's tough and scratch-resistant. Our "vibra-honing" metal finish not only permits a deeper, richer blueing...but it also makes the working parts smoother so there's more glide and less friction.

The Model 1100 comes in 12, 16, 20, 28 and 410 gauges. And there are optional interchangeable barrels within each gauge. In addition to the standard models, there are three-inch magnum 12 gauge, two lightweight 20 gauge models (one a magnum), deer models with rifle sights, and trap and skeet versions. Trap, skeet, and field left-hand models are also available. Prices start at $189.95*.

Use the shells we test the 1100 with. The champions do. Here's something else you can learn from skeet shooters: use Remington shells. Consistently, winners at the world skeet championships have depended on the top performance built into every Remington shotgun shell. Skeet shooters know their ammo as well as their shotguns.



Model 1100, 12 Gauge, Vent. Rib $214.95*

Remington Reports are based on information direct from the men who design and engineer our products. If you'd like a free 1973 color catalog, send a postcard to: Remington Arms Company, Inc., Dept. 429, Bridgeport, Conn. 06602.

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